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SEVENPENCE.

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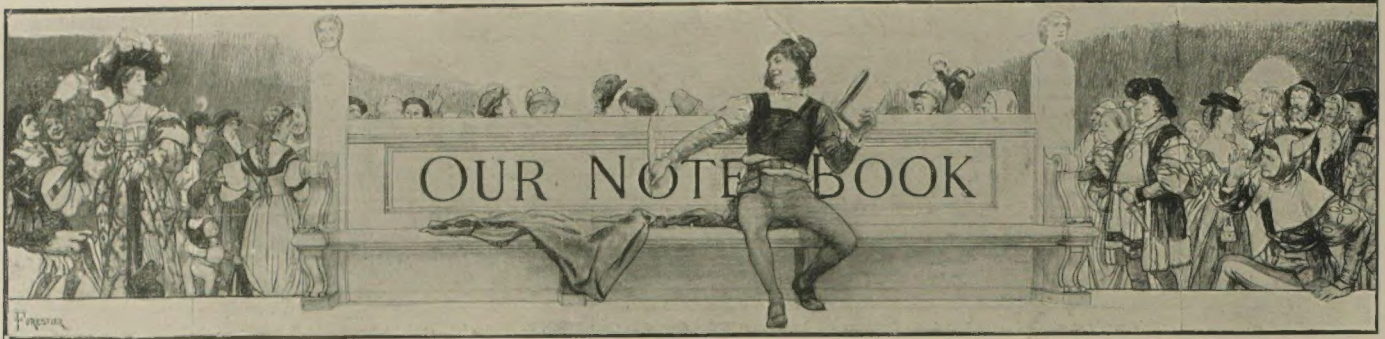


"HERE LIES A BRITISH SOLDIER. R.I.P.": A RESTING-PLACE FOR OUR HEROES—INSPECTING THE RANKS OF THE DEAD.

The graves of our fallen soldiers are tended with loving care in the cemeteries near the front, in many cases by British women gardeners. In the present photograph, taken through

a damaged church window, an officer is seen reverently scanning the inscriptions. Each cross bears a name and identification-tablet and the epitaph: "Here lies a British soldier. R.I.P."

AUSTRALIAN OFFICIAL PHOTOGRAPH.



By G. K. CHESTERTON.

AN article I wrote in this Journal upon the preposterous Pro-German sheet called the *Continental Times* has produced an answer in that periodical, which has been sent to me in a conspiratorial fashion wrapped up in an innocent-looking Swiss journal. A writer calling himself "Sagittarius" writes a reply to my "attack," he (whoever he may be) being apparently the author of the amazing arguments I analysed. There are several curiosities worthy of passing comment in his new explanation, but before I touch upon them there is one plain and personal question of fact which ought certainly to be cleared up. One thing of which he complains is that I supposed him to be a German, whereas he describes himself somewhat mysteriously as being "an alien." Now it is perfectly true that, finding an unnamed person writing a very desperate defence of German injustice in a paper published in Germany, I did him the honour of supposing that he had the excuse of patriotism. I am now left without any conjecture about what excuse he has. If he is an Englishman, he is a traitor; if he is an American, he is a traitor. It therefore gives me no pleasure to suppose that he is either; and it seems hardly likely that he is a Turk. But, in any case, it is surely relevant to ask what fatherland it is that he is possibly assisting—or possibly betraying. He writes of me in a highly personal fashion, and even professes to have made my personal acquaintance; but, before there is any more of such talk upon such terms, I think it would be reasonable that I should know his nation and his name.

Another thing of which he complains is that I "suppressed" a series of complicated statements in illustration of his peculiarly contradictory argument to the effect that England is waging a mere war of race. I cannot see in any of them anything but repetition of the same singular inconsistency I noted—the attempt to urge the British use of coloured races to prove that the British cause is racial; whereas, of course, it quite obviously proves the opposite. It is as if he proved that we waged a religious war from the fact that we were in alliance with the deniers of our religion. But, since I am far from wishing to "suppress" such examples of Pro-German muddle-headedness, I will set out in full, and criticise in turn, the points which he complains of my suppressing. The following are the items which he takes as showing that the English cause is racial:—

(1) English attempts to stigmatise Germans as a race apart, not as human beings, but as monsters. I cannot make head or tail of this. From internal evidence, it may be inferred that the writer, like ourselves, supposes there to be some such people as the Germans, who can be collectively described as something. I cannot see why it should be more "racial" to describe them as monsters than to describe them as heroes, as they so frequently describe themselves. Personally, I should say that the modern monstrosity among Germans was not a result of race, but a result of culture—like Nero.

"2. The ethnological term 'Hun' brought into general use to brand an entire race." This is, to

begin with, another example of the truth stated above. Why is "Hun" any more of an ethnological term than any other historical term? When foreign critics have not unfrequently called the English "Carthaginians," did they mean that the English race is Semite? Do Englishmen now mean that the German race is Tartar? What they mean is that the German behaviour is beastly—that is, it is not an ethnological but an ethical term. But in this particular case the question can be completely simplified by a single fact—the historic source of the phrase itself. The person who first made the Hun the prototype and model of the German was the Emperor. When the writer complains of our bringing it "into general use," does he mean that such language should only be permitted to Emperors?

"(3) Mongolian, race-conscious Japan incited to filch a white man's colony, an outpost of Caucasian civilisation in the East." Again, the only sense I can make of this, as a part of the contention, is that the

possible, though they must be very black to be blacker than the cruelties which Germans have inflicted on negroes. But this is a parenthesis apart from the present question, which is whether the English wage a racial war. And on this he actually abuses the English for not doing what he is trying to prove that they do. Apparently his position amounts to this: If the English had united all white men against all black men, that would not be a race war. Because the English attacked some white men, with whom they happened to have a fair quarrel, with the assistance of some black men with whom they had no quarrel, that is what "Sagittarius" calls a race war. I do not know what more there is to be said.

Finally, the last two items may also be taken as one.

"(6) The racial pleas of Mr. Wells, addressed to a supposedly 'Arglo-Saxon' America. (7) The psychological roots of England's conception of this war as a racial one—her knowledge that the myth of the superiority of the Anglo-Saxon race had been exploded by the German race." I do not know what Mr. Wells may have said about America; but I do not believe that so acute a critic ever suggested that all Americans were descended from Angles and Saxons. Anyhow, I do not say this about the Americans—nor, for that matter, about the English. Long before the war, I had myself called the Arglo-Saxon race a myth, and I should say pretty much the same about the German race, of which it was always supposed to be a branch. The simple truth is that the one race which has really been extravagantly exalted, merely as a race, is the German race. And the real root of all the modern exaltation of races, as distinct from nations and creeds, is simply Germany.

So much for the valuable considerations which I so cunningly suppressed. For the rest, I do not know whether "Sagittarius" is an alien who knows how to flatter the Germans while he lives in Germany, or an alien so much flattered by the Germans that he has imbibed the spirit of Germany. But

there is something at once astonishing and amusing about his suggestion that I am wholly indebted to him and his article for my impressions of the German sin of self-praise. He may be a Chinaman or a Hottentot, for all I know; it is not from him that I gained my conception of the modern German. I gained it from nearly every single proclamation or public utterance that has come out of modern Germany. I gained it from private as well as public utterances. It is not only true that I have known several Germans; it is also true that I have liked several Germans. And the one weakness I have always liked least, in the Germans I liked most, was always this silly and pompous assumption of some superiority inherent in themselves and their social system. The writer says, with an admirable gravity, "The Germans, unlike the French, British, or Americans, have always been poor hands at rational boastfulness." The Germans, as a matter of fact, boast incessantly of every mortal thing in their moral and material circumstances; but they invariably wind up the proceeding by boasting that they never boast.



THE NEW SULTAN OF EGYPT: SULTAN AHMED FUAD, BROTHER OF THE LATE SULTAN.

Sultan Ahmed Fuad, the youngest brother of the late Sultan Hussein Kamel, and son of the Khedive Ismail Pasha, was born in Cairo on March 26, 1868. He was educated in Switzerland and Italy, and became an officer in an Italian artillery regiment. By his marriage with Princess Shevkar, he has a daughter, Princess Fakhia. At one time he was a candidate for the throne of Albania.—[Photo, Lilliput.]



THE DEATH OF THE SULTAN OF EGYPT: THE LATE SULTAN HUSSEIN KAMEL.

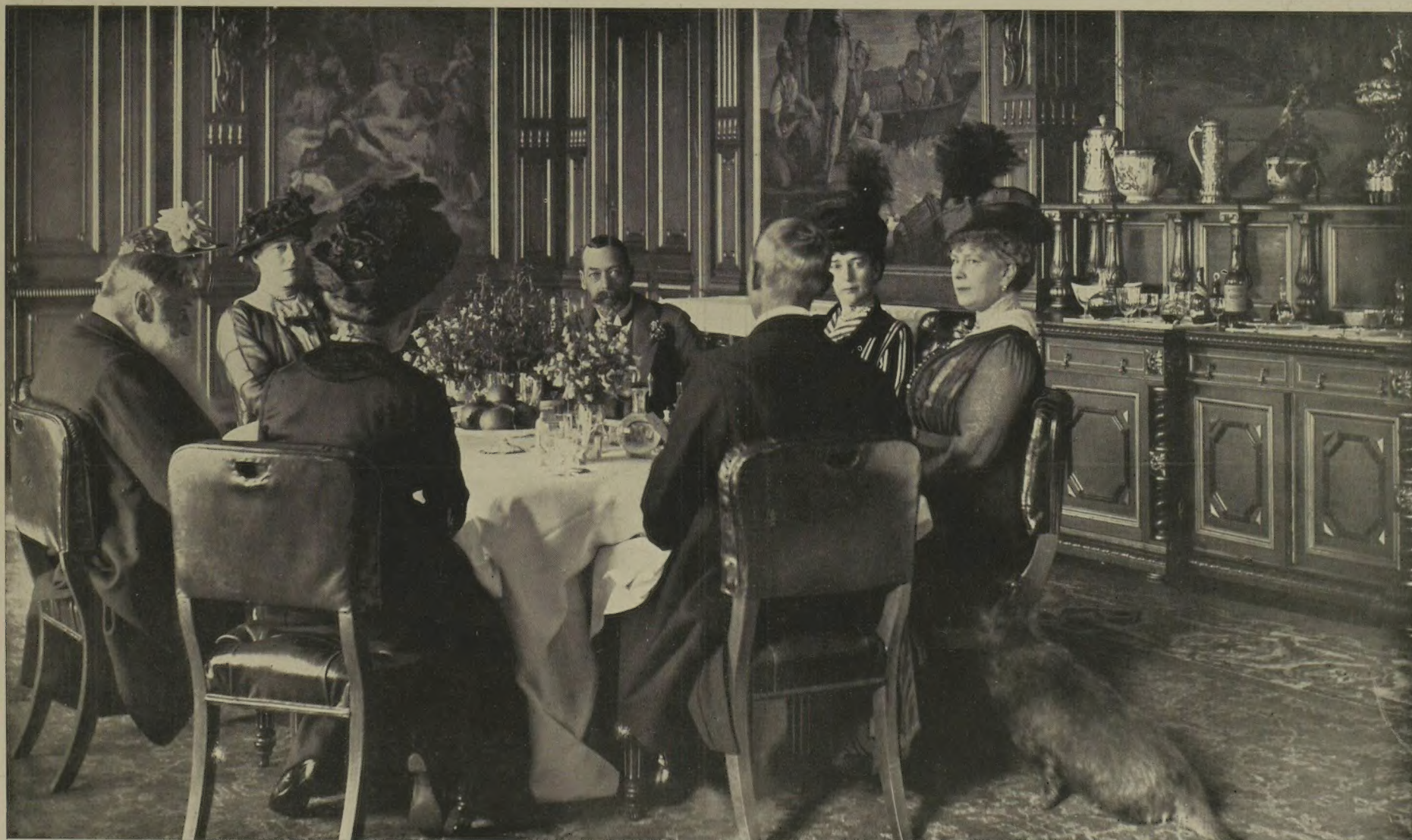
Sultan Hussein Kamel, who became the Sultan of Egypt in December 1914, on the deposition of the Khedive Abbas Hilmi, died on October 9 last. He had been a close friend of Lord Kitchener and Lord Cromer, and a strong supporter of the British connection. His death is a great loss to Egypt, as he had always taken a deep and practical interest in her affairs.

English are so proud of their ancient Mongolian race that they desire to destroy all traces of the Caucasian race. The same passion can, no doubt, be noted in the Mongols of Italy and the Mongols of France.

The next two remarks may conveniently be quoted together.

"(4) The aforesaid multi-coloured savages of different races introduced upon European battlefields to slaughter and torture white men. (5) Refined German men and German women given over by the English to outrage at the hands of negroes in Africa, thus breaking down the barriers which all white men had until then united in maintaining against the blacks." The second passage presents the contradiction in a most complicated and acute form. Incidentally, of course, I do not suppose that the English have given Germans over to Africans to be outraged; nor do I think the authority of "Sagittarius" sufficient to establish it: that bold archer, I suspect, makes use of rather a long bow. That negroes have inflicted cruelties on Germans is very

"NO HOUSEHOLD IN THE LAND LIVES MORE PLAINLY": A ROYAL LUNCHEON AT SANDRINGHAM.



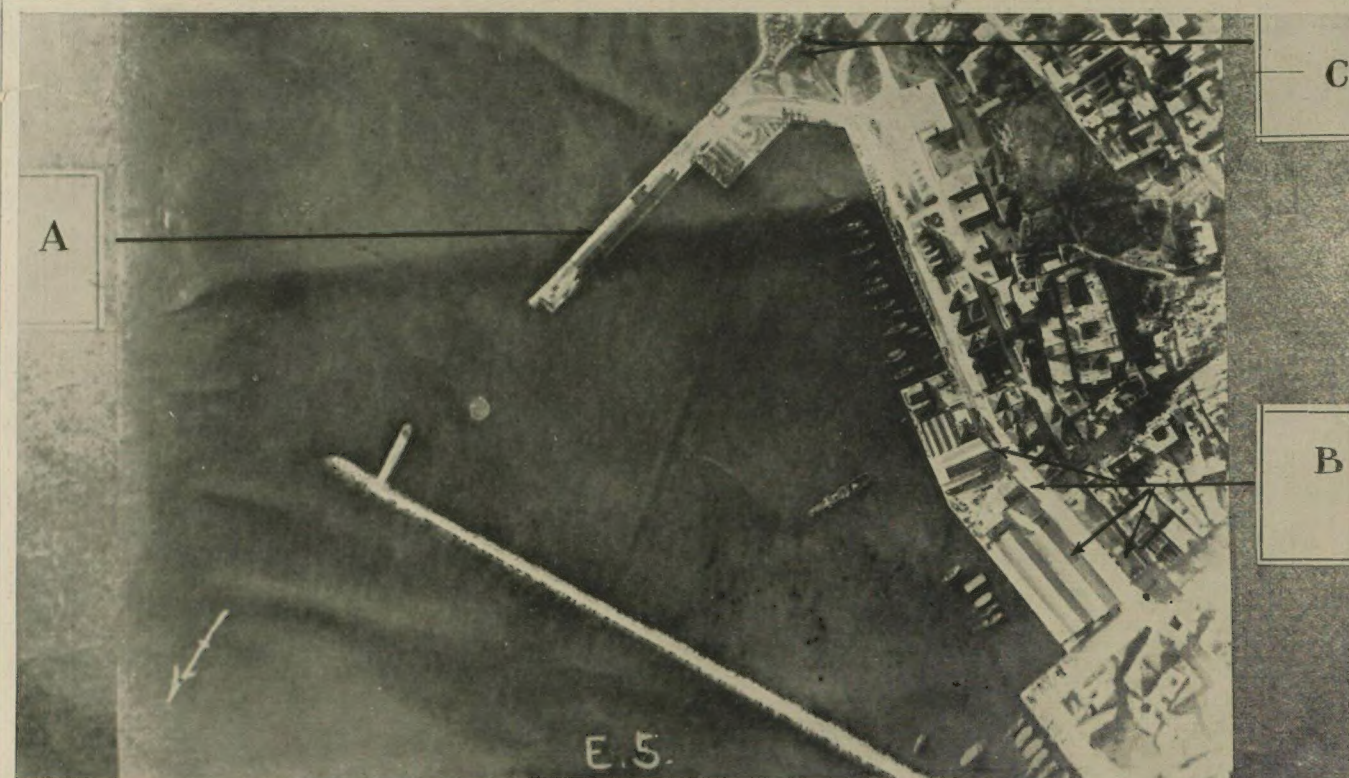
AT THE KING'S ROUND TABLE: (R. TO L.) THE KING; QUEEN ALEXANDRA; THE QUEEN; SIR ARTHUR DAVIDSON; THE HON. CHARLOTTE KNOLLYS; SIR DIGHTON PROBYN; PRINCESS MARY; PRINCESS VICTORIA.

Although their Ma'iesties, at the time of writing, are in the country, at York Cottage, Sandringham, that does not mean that they are holiday-making. "King George," says a well-informed writer in the "Daily Mail," "never really rests or has a chance to. What the Prime Minister a month or two ago said of him at Glasgow—'There is one man who is working as hard as the hardest-worked man in this country, and that is the Sovereign of this realm'—was literally true. . . . From eight in the morning till eleven at night, with intervals for the simplest meals—no household in the land lives more plainly, or is more strictly rationed—there is not a minute when the King is not hard at it." What is true of his Majesty applies also,

in their degree, to other members of the Royal Family. Queen Mary's practical interest in war problems is as unflagging as that of her husband. Just lately, for example, she has shown much sympathy with the question of restarting in business, on their return from the war, men who had been small traders or shopkeepers. Queen Alexandra, too, has the welfare of soldiers and sailors deeply at heart; as witness, among other things, the Queen Alexandra's Field-Force Fund. Princess Mary frequently accompanies her mother to hospitals, canteens, and kitchens. She has organised a Voluntary Aid Detachment among her friends, and gone through training in ambulance and nursing.

MILITARY OBJECTIVES AIMED AT, AND HIT: WONDERFUL AIR

OFFICIAL



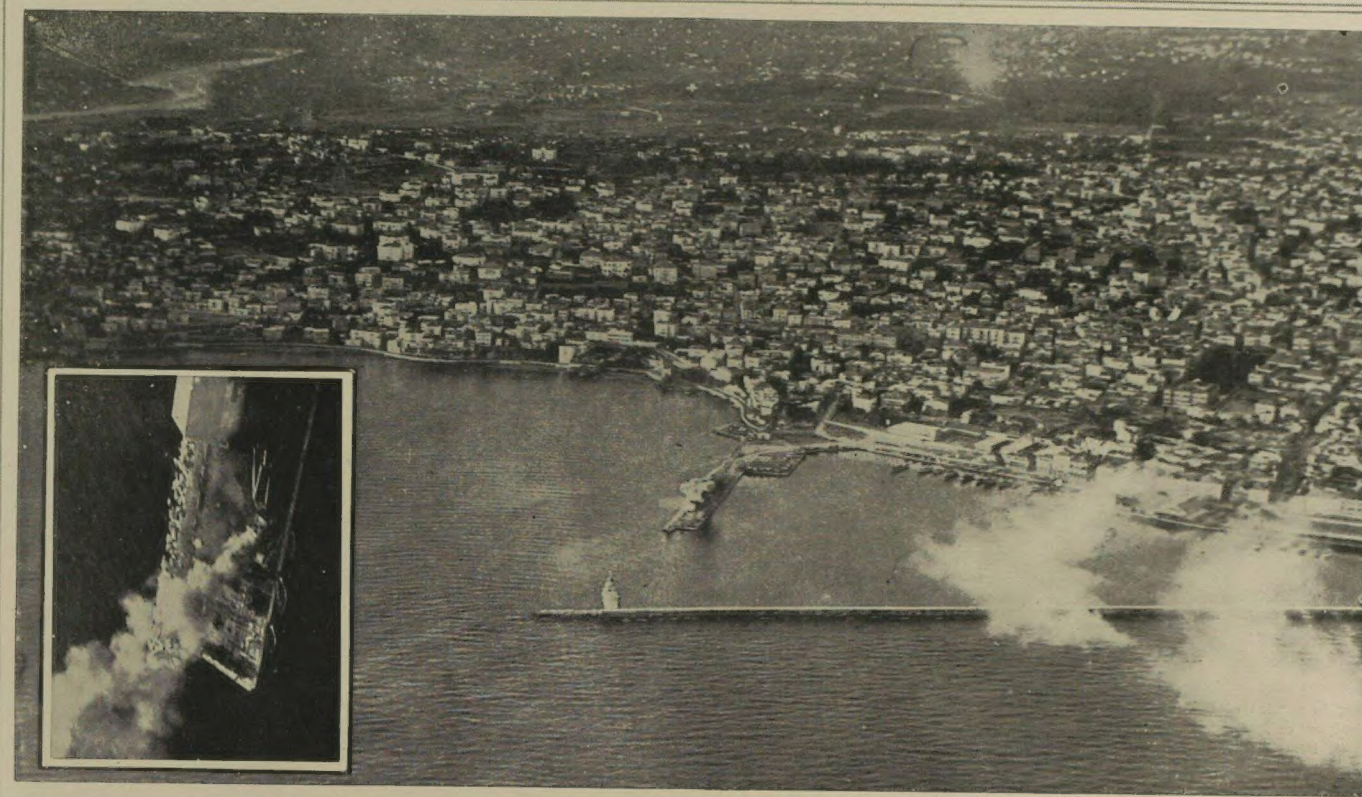
CAMERA INSTRUCTIONS FOR A RAID ON BEYROUT HARBOUR: AN AIR-PHOTOGRAPH WITH OPERATION ORDERS, SHOWING OBJECTIVES TO BE ATTACKED.



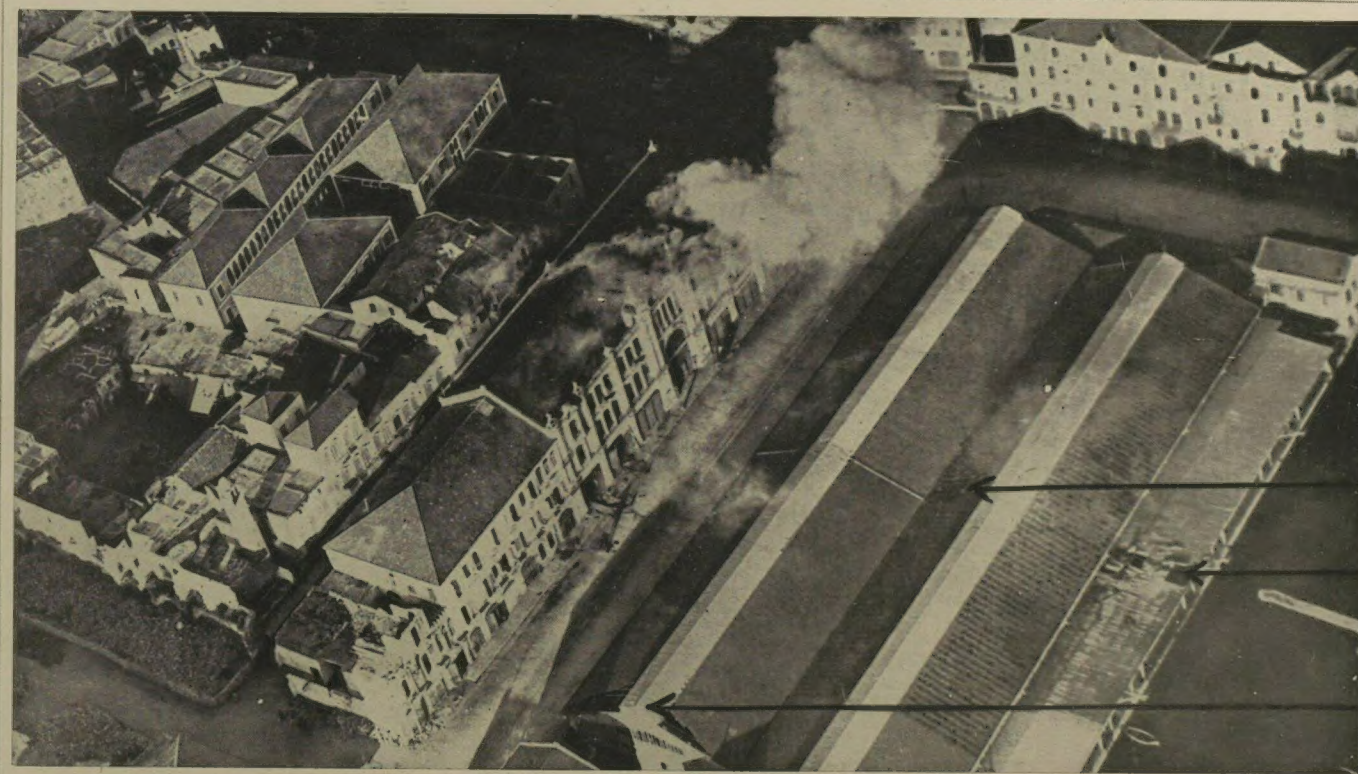
SHOWING SMOKE RISING FROM THE QUAYS AT BEYROUT HARBOUR: A DIRECT HIT WITH BOMBS ON OBJECTIVE "B," PHOTOGRAPHED FROM THE AIR.

PHOTOGRAPHS OF A BRITISH SEAPLANE RAID ON BEYROUT.

PHOTOGRAPHS.



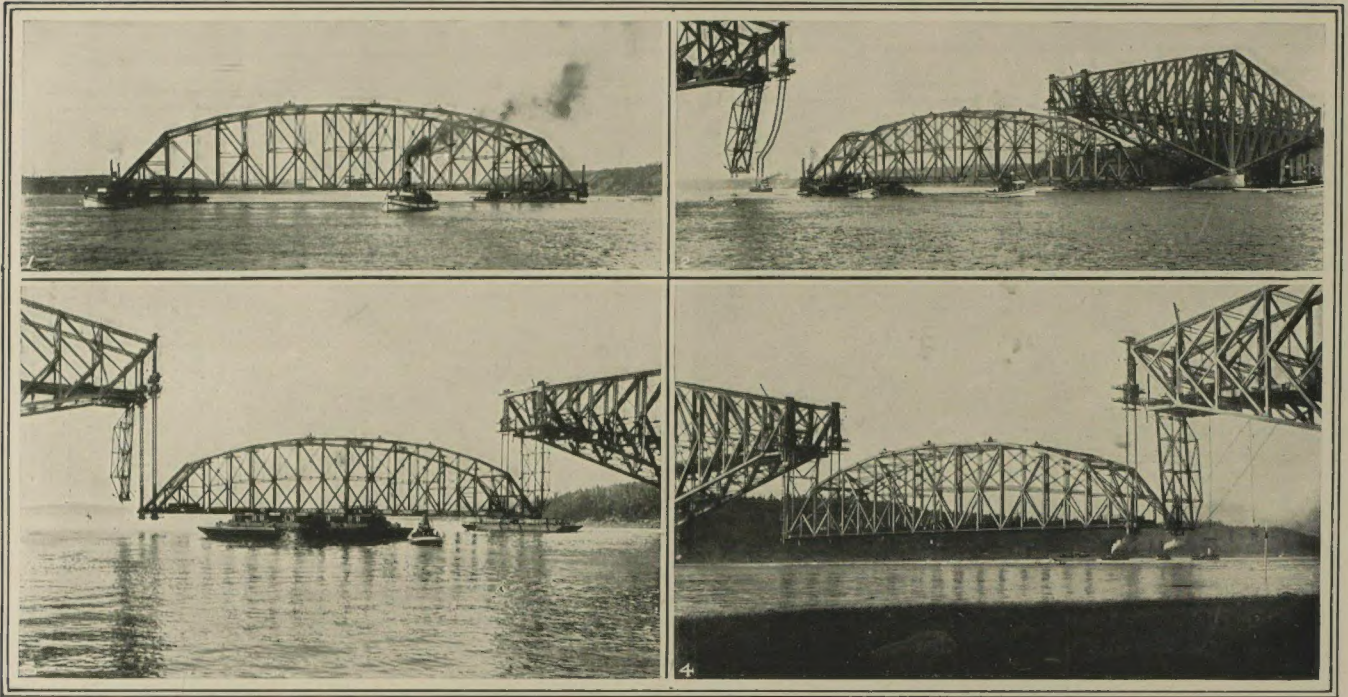
ORDERS SUCCESSFULLY CARRIED OUT: A DIRECT HIT ON OBJECTIVE "A," AND (INSET) STORES AND A TRUCK ON FIRE AT THAT POINT.



ANOTHER OBJECTIVE REACHED: A DIRECT HIT BY A LARGE BOMB ON RAILWAY OFFICES AT BEYROUT; ALSO BOMB-HOLES AND DAMAGED ROOF.

Unlike most of the German air-raiders who attack this country, the seaplanes of the Royal Naval Air Service have in their bombing expeditions been careful to select strictly military objectives, and, what is more, have succeeded in hitting them. Of this fact the above remarkable photographs, taken from a British machine during a raid on the harbour of Beyrout, in Syria, afford conclusive evidence. The upper photograph on the left, taken before the raid, was issued to the raiders with their objectives marked upon it, as indicated by letters and arrows. The other three illustrate the wonderful accuracy with which the bombs were dropped upon the objectives, and their destructive effects. Thus the upper right-hand

photograph shows a direct hit on objective "A," seen also enlarged in the small inset photograph, and a fire beginning, caused by bombs on objective "B." The third photograph, taken from the opposite direction, shows a direct hit on objective "B"; and the fourth a direct hit with a large bomb on some railway offices, whose position can be noted in the third photograph just beyond the cloud of smoke. The R.N.A.S. machines are extremely active both in the Western and Eastern theatres of war. Their raids on German aerodromes in Belgium have been of daily occurrence for a long time past; and they have also operated successfully in the Balkans, at Smyrna, and elsewhere, as well as over the sea in attacks on submarines.

The Quebec Bridge: Placing and Hoisting the 5000-Ton Central Span.

(1) THE FLOATING DOWN OF THE CENTRE SPAN; (2) THE SPAN CHECKED IN POSITION; (3) READY FOR HOISTING—WITHDRAWING THE PONTONS; (4) THE CENTRE SPAN BEING HOISTED UP ON THE MORNING OF THE SECOND DAY.

the placing in position of the 5000-ton central span of the Quebec Bridge, after the failure of September 1916, when some girders gave way and caused the massive structure to fall bodily into the St. Lawrence, was successfully accomplished this September. The

weather during the operations was perfect, and some 25,000 people, it is stated, watched the floating down of the great span with tugs in charge to guide the floats, or supporting pontoons, at either end. Everything went successfully, exactly as planned.

PHOTOGRAPHS SUPPLIED BY TOPICAL.

The Allied Attack in Flanders: The French on the British Left.

(1) FRENCH TROOPS CHEERING AT A HALT; (2) ON THE MARCH; (3) AN INTERLUDE WHILE WAITING; (4) A BATTALION "STANDING BY."

A memorable feature of the recent fighting in Flanders during the series of October battles to the north-east of Ypres, has been the linking of the left flank of the British attack with the simultaneous French attack in close unison, against adjoining sectors of the enemy's front. Our infantry regiments at the point where the two armies met

were in actual touch; and together French and British entered and went through the action, fighting forward parallel to their appointed objectives, while the guns of both armies formed their barrage. Men of the right flank French corps while taking up their post, and after being aligned alongside our left flank corps, are seen here.

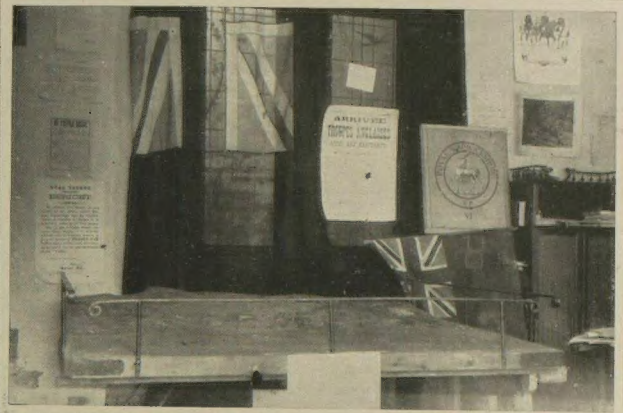
OFFICIAL PHOTOGRAPHS.

FOR THE NATIONAL WAR MUSEUM: RELICS FROM THE FRONT

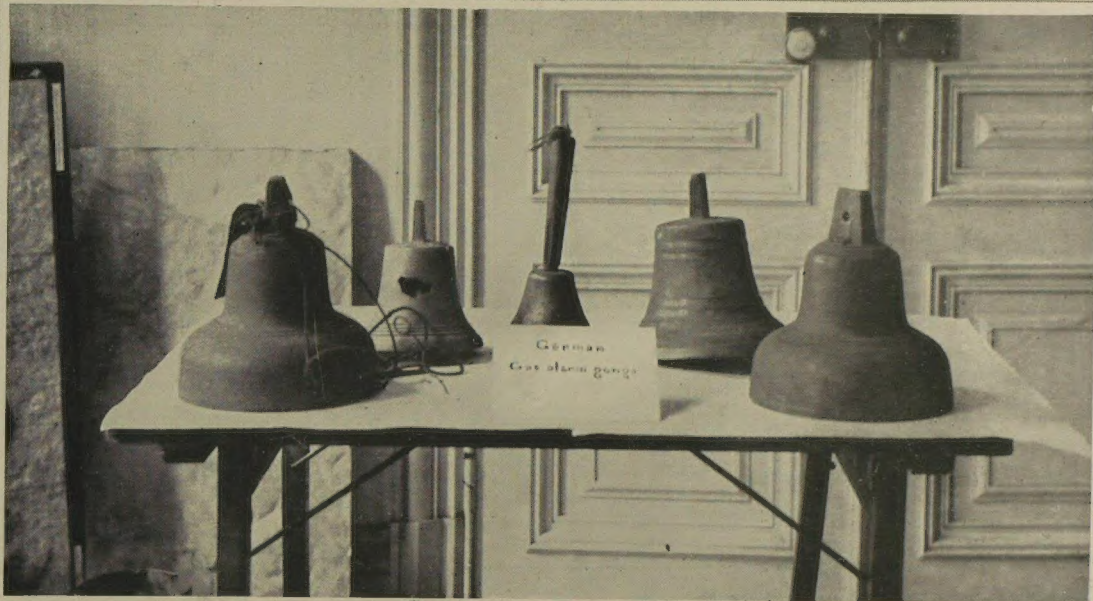
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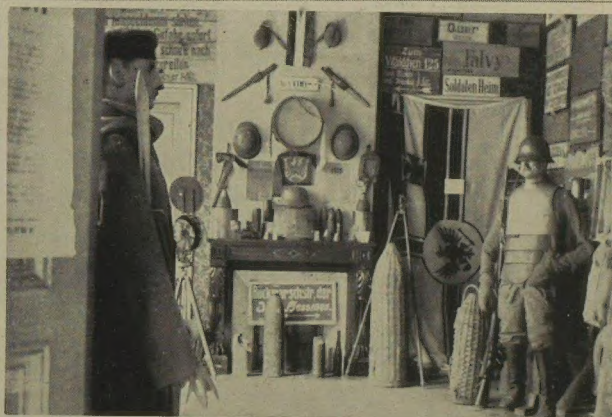
DESTINED TO BE WORLD-FAMOUS: SIR DOUGLAS HAIG'S TABLE USED THROUGHOUT THE BATTLE OF THE SOMME.



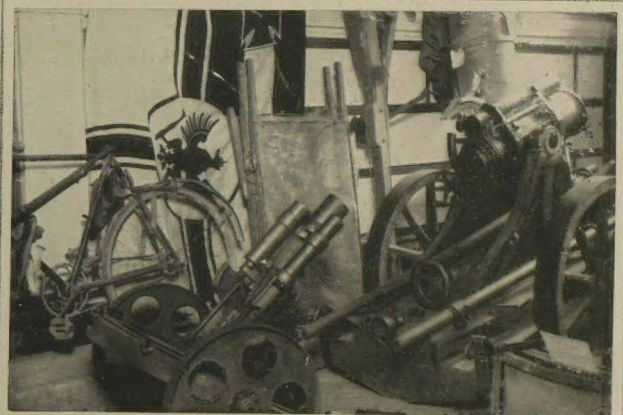
HISTORIC FLAGS AND A BATTLEFIELD IN MINIATURE: TWO MEMORABLE UNION JACKS AND A MODEL OF NEUVE CHAPPEL.



TO COMMEMORATE GERMANY'S INTRODUCTION OF POISON-GAS INTO MODERN WARFARE: TRENCH GAS-ALARM GONGS OF FIVE DIFFERENT PATTERNS.



"IN ONE CASE THE HEAD AND BODY ARMOUR MAKES THE FIGURE LOOK LIKE A MEDIAEVAL WARRIOR": DUMMY GERMAN SOLDIERS.



GERMAN TRENCH-MORTARS: "A GREAT UNGAINLY MINENWERFER CAPTURED AT VIMY BY THE CANADIANS," AND ANOTHER SPECIMEN.

Progress is being made with the scheme for establishing a National War Museum. Every phase of the Empire's war effort will be represented. The Admiralty and the War Office have decided to give the Museum, after the war, the first choice of captured trophies. The Ministry of Munitions already has a museum of British weapons, which will form a nucleus for that section. Besides official collections, private people and public bodies who possess war souvenirs and trophies are invited to offer them to the Museum. Letters should be addressed to the Secretary, National War Museum, H.M. Office of Works, Storey's Gate, London, S.W., but no article should be sent before

communicating with the Secretary. A Reuter message of September 30 from the War Correspondents' Headquarters on the Western front said that many relics, destined for the Museum, were then housed "in a quaint old place some miles behind the battle line." The writer then went on to describe many of the objects here illustrated, and some of his descriptions are quoted above. Our top right-hand photograph shows part of the first Union Jack officially flown in France after war was declared, from the Hôtel de Ville at Boulogne; and on the right is the Union Jack carried into Péronne by the Warwicks on the morning of March 18, 1917.

DUCKBOARDS, LIMBERS, GAS-MASKS, AND CAPTURED GUN: IN FLANDERS.

AUSTRALIAN OFFICIAL PHOTOGRAPHS.



LAYING A DUCKBOARD TRACK ACROSS MUDDY GROUND: AUSTRALIAN PIONEERS AT WORK.



RESTING ON DUCKBOARDS IN A NO MAN'S LAND AREA: AUSTRALIAN RELIEVING TROOPS GOING UP.



A PICTURESQUE SILHOUETTE ON THE BRITISH WESTERN FRONT: LIMBERS LADEN WITH AMMUNITION ON THEIR WAY TO THE FRONT.



CONCEALED BY PLANKS AND BRUSHWOOD: ONE OF THE GERMAN GUNS CAPTURED AT BROODSEINDE RIDGE.



EFFECTIVELY PROTECTED AGAINST GERMAN POISON-GAS: MEN TAKING SHELTER DURING A GAS-ALARM.

The Overseas troops have fought splendidly in the recent battles in Flanders. "We are all proud of the Australians," said Sir Douglas Haig on October 10 in a cable to the Governor-General of the Commonwealth, Sir Ronald Munro-Ferguson; and at the same time General Birdwood cabled to Mr. Hughes, the Premier: "The bearing of the Australians has been magnificent." After the Battle of Broodseinde the Australian Official Correspondent, Mr. C. E. W. Bean, wrote: "Further details of Thursday's great

fight (October 4) show that the chief resistance was met when the troops reached the top of the ridge, where the Germans held a position along a sunken road running southward from Broodseinde along the crest. . . . Our men were wonderfully cool, coming up to ask officers some question, speaking naturally and without hurry, through a thick barrage. No troops living could have resisted them behind that barrage. The Germans in the front line who were waiting to attack were simply overrun."

BATTLE SILHOUETTES: BRITISH TROOPS IN ACTION AT BROODSEINDE.

OFFICIAL PHOTOGRAPHS.



THE SHARE OF THE "ARCHIES" IN THE BATTLE OF BROODSEINDE: A FINE SILHOUETTE OF A BRITISH ANTI-AIRCRAFT GUN AND ITS CREW IN ACTION NEAR FREZENBURG.



"I DOUBT IF WINNING 1000 YARDS EVER CALLED FOR OR FOUND FINER AND STERNER QUALITIES": YORKSHIRE TROOPS MOVING UP IN THE EVENING FOR THE BATTLE OF BROODSEINDE.

The silhouette, which has lately come into vogue again for portraiture, is also remarkably effective, as our photographs prove, for illustrating battle scenes. Both incidents occurred during the recent Battle of Broodseinde. In the upper photograph the figures of the men working the gun, while others pass up to them a supply of shells, are wonderfully vivid. The lower illustration shows men of a Yorkshire regiment on the march, heavily

laden. A stirring account of the gallant fighting of the Yorkshire troops was given by Mr. Perry Robinson, who writes: "In the middle, the Yorkshiremen and troops on the right and left won only perhaps a thousand yards where they hoped to win fifteen hundred. But I doubt if winning a thousand yards ever called for or found finer and sterner qualities than those men showed."

ON THE FLANDERS BATTLEFIELDS: "NO MAN'S LAND" BEFORE

PHOTOGRAPH NO. 1 SUPPLIED BY SPORT AND GENERAL;



"NO MAN'S LAND," WITH A GENERAL OUTLOOK ACROSS THE BATTLEFIELDS, UNDER FORMER WEATHER CONDITIONS, DURING THE EARLIER MENIN



ON A BATTLEFIELD ROAD, AFTER RAINSTORMS: AN AMMUNITION-WAGON TEAM, WITH SHELLS FOR THE ADVANCED GUNS, PLUNGING THROUGH A MUD SWAMP.



WATER EVERYWHERE: LOOKING OVER A BATTLE-OF THE SECOND WEEK OF OCTOBER—WITH

THE OCTOBER RAINS, AND AFTER—CONTRASTING SCENES.

NOS. 2, 3, AND 4. OFFICIAL PHOTOGRAPHS.



ROAD BATTLES: A PANORAMIC VIEW, SHOWING OUR MEN ABLE TO USE THE SHELL-CRATERS AS TEMPORARY SHELTERS DURING THE ADVANCE.



FIELD NEAR PASSCHENDAELE, AFTER THE RAINS A CAPTURED GERMAN BLOCKHOUSE BEYOND.



ON A BATTLEFIELD ROAD AFTER ONE OF THE SWAMPING OCTOBER RAINSTORMS: AN AMMUNITION-WAGON TEAM WITH SHELLS FOR THE ADVANCED GUNS, AT A MUDDY HOLLOW IN THE ROAD UNDER WATER.

The panoramic photograph shows "No Man's Land" during one of the Menin Road battles, before the succession of swamping rainstorms, with fierce cold winds, of the second week of October set in. The weather converted the entire expanse into a quagmire of deep, viscous mud, making the shell-craters pools, which were often up to the arm-pits of the men, who kept stumbling into them in the blinding weather and uncertain light of the early morning advance. Until the rain settled in heavily, the ground surface, if sodden and sticky from the previous bad weather, was yet sufficiently passable; while, as seen, the shell-craters offered shelter to parties of men in the advance, and of the supports, as they occupied them temporarily while going forward. The lower left-hand photograph shows (as does the corresponding right-hand photograph) an ammunition-wagon and its team plunging through a morass-like mud swamp on a

cleared battlefield road, while engaged in bringing up shells to the field-guns in advance. In the first illustration, the leaders of the team, as they get into the deeper part of the swamp, are sinking almost up to their bellies. The wheelers are already up to the knees in mud, while the heavily clogged spokes of the wheels of the wagon show what the team has already had to go through. The right-hand illustration shows a team as the leaders begin to churn up the soft mud on coming to a dip down into a swamped stretch. The lower centre photograph shows what the intervening "No Man's Land"—and the battlefield in general—looked like after one of the rainstorms, contrasting in the completest manner with the panoramic view forming the first (across the double-page) illustration. In the background is seen one of the captured German blockhouse-forts, constructed of thick concrete and heavily bomb-proofed overhead.

SCIENCE & NATURAL HISTORY.



A SELLER OF PAINTS FOR THE FACE AND OF DRUGS:—AN ITINERANT ALCHEMIST OF THE 14TH CENTURY.



THE SUPERSTITION OF RUDOLF II, RULER OF THE HOLY ROMAN EMPIRE: THE EMPEROR CONSULTING HIS ALCHEMIST (16TH CENTURY).



THE HOUSE NINE DARED PASS WITHOUT CROSSING THEMSELVES: THE HOME OF NICHOLAS FLAMEL (1530-1618).

SCIENCE JOTTINGS.

PIGEON-FARMING.

WHEN peace returns to us, a vast army of men "broke in our wars," and women who must yield to the men whose places they have so ably filled, will have to be found a means of livelihood offering more than a bare subsistence. Many of these will shrink from a return to city life, and ordinary farm-work will be too heavy for most. Forestry and gardening will afford a means of freedom for a considerable number; but many will perforce have to seek a less strenuous means of livelihood, though they may yet desire, in some capacity, to settle on the land. Such will doubtless turn, filled with hope and great anticipations, to bee-farming, poultry-farming, and pisciculture—ventures all too likely to end in dismal failures from lack of experience.

Poultry-farming has proved a speedy road to ruin to many of those who have been lured to attempt it. Yet, having regard to the fact that we import vast quantities of eggs, fowls, turkeys, rabbits, and so forth, it ought to be possible to produce profitably all this food within our own borders. If success is to attend such efforts, and they are well worth the making—and, having regard to our experience during these hard times, they are imperatively necessary—the Government must lend a hand. The Board of Agriculture might well initiate experiments designed to discover the minimum of capital, land, and stock necessary to run a poultry, pigeon, or rabbit farm, or all combined, paying attention at the same time to the utilisation of the manure and "offal," which should afford by no means negligible "by-products." And at the same time they might organise schools for instruction. Any venture of this kind should afford a certain promise, if run industriously and with method, of an income of at least £150 per annum, after deducting, say, the cost of food for the stock, market freightage, labour, rent, and general upkeep.

But even then all will be in vain so long as our antiquated methods of railway distribution and huge freight charges remain unreformed. As things are, the small Continental producer is vastly more favoured than our own people, and this ought not to be. America and Australia are both far ahead of us in these matters. Take the case of "Bordeaux pigeons," for example. The London markets disposed of thousands of these birds in the pre-war days. They were raised mainly in France, Belgium, and Italy. Why can they not be raised by our own people?

"Bordeaux pigeon" is the term applied in this country to any young pigeon killed for table at about one month old, whatever its place of origin. In the United States such birds are known to the trade as "squabs"; and they appear on the bills-of-fare of restaurants and hotels as "quail," or any other name

purpose are of two special breeds, remarkable for their size and prolificness. The favourite is that known as the "Carneau," of which there are two varieties, the red and the buff. Some breeders, however, swear by the Mondain, or the Montauban. This, however, is largely a matter of prejudice. In this country the Runt is regarded as the better bird, especially when crossed with the Homer or Dragoon, to increase prolificness. Each pair of birds should produce from twelve to sixteen young in a season, and these, at a month old, should sell at from eightpence to a shilling each.

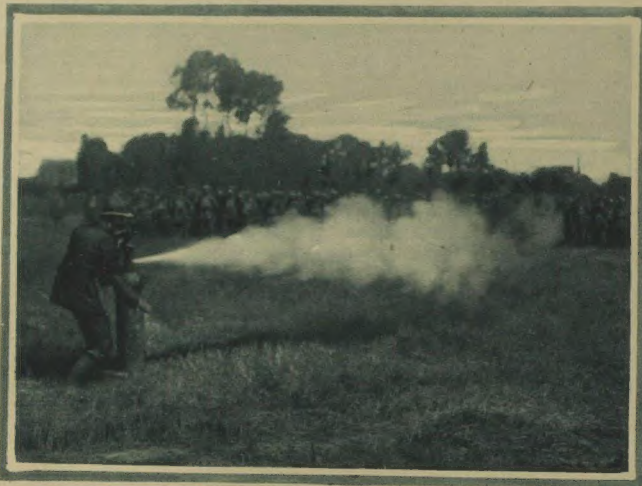
But it would apparently be impossible for two people to support themselves on the income derived from a pigeon-farm unless at least 2000 pairs of birds were kept continuously breeding; and, if disaster is to be avoided, this would mean a very strenuous life. However, with a sure and steady market—which might be secured by a contract with some of the great London Stores—such a head of stock should yield not less than £200 per annum net. The gross receipts would be about £800 per annum. If the "farm" included two or three acres of land, much of the necessary food for the stock and the household could be grown, thus reducing the cost of the food-bill.

With pigeon-farms of this kind the birds are kept in covered sheds, eight feet by ten feet, with a flying-pen eight feet by twelve feet. Such an enclosure will suffice for forty pairs of breeding birds. Thus housed, it is said that one person, with occasional help, can manage 2000 birds.

A greater measure of success would be possible if sufficient land were secured to enable the farmer to include poultry, rabbits, and bees, and to grow most of the necessary food. This would, of course, add to the bill for labour. Settlements, or colonies, under a Principal—who must have expert knowledge—might succeed; but the dangers of dissensions under such a rule are, as experience of such ventures has shown, very grave. But the suggestion is worth considering.

Those who have had some experience in the care of the smaller breeds of utility live-stock might well venture into this new field. But it would be a dangerous experiment otherwise, and especially so for those who, having no innate liking for animals, imagine that this can be acquired, for the sake of the charm of living in the country.

W. P. FYCRAFT.



A "GAS" DEMONSTRATION TO NEW ZEALANDERS: OVERSEAS TROOPS ON THE BRITISH WESTERN FRONT BEING TAUGHT HOW TO MEET A GERMAN GAS-ATTACK.

Photograph by Topical.

likely to make them a desirable dish. But they are all native-bred birds. One breeder, who began as a small farmer, now keeps a stock of 1,000,000 birds, which yield a return of £12,000 per annum; and pigeon-farms, on similar lines, are now being started



LOOKING AT PICTURES OF THE ALLIES' WAR FRONTS: CHINESE AT NEWCHANG INTERESTED IN THE PROGRESS OF EVENTS.—[Photograph by C.N.]

in Australia and New Zealand. It is time that we followed these excellent examples.

The birds now used on the Continent for this

otherwise, and especially so for those who, having no innate liking for animals, imagine that this can be acquired, for the sake of the charm of living in the country.

"FOREMOST CAPTAIN OF HIS TIME": HAIG; AND LIEUTENANTS.

REPRODUCED, BY PERMISSION, FROM PORTRAITS IN COLOUR BY FRANCIS DODD, IN "GENERALS OF THE BRITISH ARMY," PART I.

"SIR DOUGLAS HAIG was born in Fife on June 19, 1861. . . . He commanded the First Corps in the Retreat from Mons, at the Battles of the Marne and of the Aisne, and on him fell the chief brunt of the German attack in the First Battle of Ypres. With the First Army, when it was formed, he fought at Neuve Chapelle, Festubert, Givenchy, and Loos. In December 1915, he succeeded Field-Marshal Lord French as Commander-in-Chief of the British Forces in the West.—Sir Henry Horne was born on February 19, 1861. . . . In the autumn of 1916 he took over the command of the First Army. . . . In the Battle of Arras



COMMANDER-IN-CHIEF OF THE BRITISH ARMIES ON THE WESTERN FRONT: FIELD-MARSHAL SIR DOUGLAS HAIG.

February 20, 1864. . . . In the spring of 1916 [he] was appointed to the command of the new Fourth Army. . . . He was in command of the whole front when the Battle of the Somme opened.—Sir Hubert Gough was born on August 12,

he commanded the British left. His troops carried the Vimy Ridge.—Sir Herbert Plumer was born in Devon on March 13, 1857. . . . The Second Army . . . on June 7, 1917 . . . put an end to the embarrassment of the Ypres salient, took over 7000 prisoners, and accounted for at least 30,000 of the enemy.—Sir Julian Byng was born on September 11, 1862. . . . In August [1915] he went to the Dardanelles. . . . In February 1916, he returned to France . . . and was transferred to the Canadian Corps on May 24. . . . In June [1917] he succeeded General Allenby in command of the Third Army.—Sir Henry Rawlinson was born on



COMMANDER OF THE FIRST ARMY: GENERAL SIR HENRY SINCLAIR HORNE.



COMMANDER OF THE SECOND ARMY: GENERAL SIR HERBERT CHARLES ONSLOW PLUMER.



COMMANDER OF THE THIRD ARMY: GENERAL THE HON. SIR JULIAN HEDWORTH GEORGE BYNG.



COMMANDER OF THE FOURTH ARMY: GENERAL SIR HENRY SEYMOUR RAWLINSON, BT.

1870. . . . During the spring of 1916 he was put in command of a Reserve Army . . . which became known as the Fifth. . . . His greatest success came in the Battle of the Ancre on November 13, when, in two days, he took more than 5000 German prisoners."



COMMANDER OF THE FIFTH ARMY: GENERAL SIR HUBERT DE LA POER GOUGH

These fine portraits of the men who are guiding our troops to victory on the Western Front are reproduced from Part I. of "Generals of the British Army," a series of drawings in colour by 2nd Lieutenant Francis Dodd, published for the Government from the offices of "Country Life," Ltd. Most of the sittings in connection with the first number, which includes several other portraits besides these, were given to the artist in France. "Each of the officers who figure here," says the Introduction, "has . . . first had to struggle against heavy odds before arriving at the conditions which at present obtain on the

"Western Front. . . . They have come triumphantly through the ordeal. . . . They have shown themselves as resourceful in devising new machines and methods of attack as they are experienced in the orthodox fighting of other days. The war may have new experiences for them, but it cannot daunt or check them. They have seen the worst. They have come through dark places to the approaching light of day. Their record is our best assurance for the future." Some extracts from the biographical notes that accompany the portraits are quoted above.

THE NAVY THAT WATCHES AND WAITS: CHANGING A TURRET-GUN.

PHOTOGRAPHS SUPPLIED BY SPORT AND GENERAL.



OUR super-Dreadnoughts and Dreadnoughts, which form the earlier types of the most formidable ships in the Grand Fleet, together with our Dreadnought battle-cruisers, which are ships on much the same lines, speaking generally, all carry twin guns in turrets or barbettes, of much the same pattern, in externals, as those shown on this page. All our older pre-Dreadnought-era battle-ships still in service—which also have done notable work at the Dardanelles, to name one naval “battlefield”—carry similar, or approximately similar, heavy turret pieces, similarly mounted in pairs to those seen here. One leading feature, or point of difference, which distinguishes between pre-Dreadnought and Dreadnought battle-ships, is in regard to the number of pair, or twin, gun-turrets—and consequently of big guns—that are mounted on board. In the older category of battle-ships, ake in our own and in all foreign navies, German, French, Italian, Japanese, Russian, U.S., only four such heavy, long-range pieces were mounted, and formed the principal, or “main armament,” as it was styled. The Dreadnought type introduced additional turrets and guns, with a consequent reduction of the “secondary armament” of numerous light quick-firers, which pre-Dreadnoughts carried and relied on to increase their broadside fire and weight of metal at the ranges at which, then it was accepted, all fleet battles would be fought.



THE big gun, of the size and kind shown here, is the battle-weapon *par excellence* of the main squadrons of the fleet in the classes of ships specially designed and built for service in what used of old to be officially termed, the “Line of Battle.” It is by these, and the giant projectiles they fire, that fleet battles are decided. Guns, similar in appearance to the pair of turret-guns in the centre illustration, have done the big-ship fighting in the Grand Fleet battles of the present war. In the Dogger Bank action the long-range shooting of our headmost battle-cruisers, by means of sheer weight of metal from their big guns, overwhelmed and wrecked the “Blücher,” besides dealing nearly “knock-out” blows, as it would appear, to certain others of the German squadron, as it fled. In the Battle of Jutland it was the big guns of the squadrons with Vice-Admiral Sir David Beatty which kept the German battle-fleet squadrons at bay, fighting for time for Sir John Jellicoe’s super-Dreadnoughts to close in. It was fear of the broadsides from the big guns of Admiral Jellicoe’s main battle squadrons, as they came on and began to near, which impelled the German Admiral to turn tail and try to break off action, and run off for the shelter of the cliff batteries of Heligoland. The present Dreadnought type originated in the theory that modern sea battles would be fought by only big guns at the longest ranges.



ON BOARD ONE OF THE BIG SHIPS OF THE GRAND FLEET—REPLACING A HEAVY GUN NEEDING REPAIRS: HOISTING OUT THE GUN FROM ALONGSIDE ITS TWIN IN THE TURRET—THREE STAGES OF THE TASK.

Shifting big turret-guns is a piece of work that every now and again has to be carried out on board all big ships. It is nothing unusual, and guns, like men, have allotted “spans” of life. Before the war, turret or barbetta guns suffering from wear were from time to time replaced on board ship as now. There is no need to do the shifting at home dockyards. Appliances are provided at our larger yards on foreign stations. For instance, the Mediterranean Fleet of pre-war times used to replace tube-

worn big guns for re-lining, or guns with defects not repairable on board, at Malta Dockyard. In the first illustration a turret-gun is shown after being made fast in the lifting sling, beginning to be raised from the turret mounting. In the second and central illustration, we look down over the opened-up “roof” of the turret, with the gun in the slings with the tackle ready for hoisting out, beside its twin gun. In the lower illustration the gun appears in mid-air, in the act of being swung outboard.

COMPLETED IN THREE MINUTES: A LIGHTNING FRENCH COUP DE MAIN.



A BRILLIANT TRENCH-RAID BY OUR ALLIES IN CHAMPAGNE: A FRENCH RAIDING PARTY LEAVING THEIR OWN TRENCHES, FOLLOWED BY A STRETCHER-BEARER (ON LEFT).



THE RAID IN PROGRESS ACROSS NO MAN'S LAND: THE FRENCH DETACHMENT CROSSING THEIR OWN WIRE, WITH SMOKE FROM THEIR BARRAGE-FIRE BEYOND.



THE ARRIVAL AT THE GERMAN TRENCHES: THE FRENCH PARTY CARRYING OUT THEIR COUP DE MAIN; WITH A WOUNDED FRENCHMAN (LEFT FOREGROUND) RETURNING TO THE FRENCH LINES.

These remarkable photographs of a trench-raid actually in progress were taken by a Frenchman, already decorated with the Croix de Guerre, who set a fine example of sangfroid in using his camera during the raid. The incident happened recently on the French front in Champagne. A French account says: "The photographs show an assault by picked men of the 134th Regiment of Infantry at the time of one of our *coups de main*. An officer who took part in the operation writes: 'The affair, we believe,

holds the record for rapidity. From the moment when our picked party leapt out of our trenches, while simultaneously our artillery lengthened its range, to the moment when they returned with four prisoners, the time that elapsed was only three minutes thirty seconds.' The enemy's line, protected by wire entanglements, was 80 metres (about 90 yards) away. Besides the Germans whom they captured, our men had to kill several others who refused to surrender. Finally, some dug-outs were set on fire."

THE CREWLESS SHIP: A PRACTICAL AND PROMISING DEVICE FOR FOILING SUBMARINE PIRACY.

DRAWN BY CHARLES PEARCE, R.O.I.



CONSTRUCTED FOR TRAVERSING U-BOAT DANGER-ZONES, IN CHARGE OF AN ARMED TUG: A CREWLESS SHIP PASSING A LIGHT-SHIP NEAR PORT—ALL WELL.

Of the great, and ever-increasing, number of inventions and adaptations and hitherto unimaginable devices for baffling and defeating the German submarine on the high seas, hardly any, possibly, are so strange to look at, and yet so practical, as the idea here illustrated in being, of a ship without a crew. At the present time, it should be said, the idea has reached the stage of construction. Put simply, this is the *modus operandi*. An armed tug takes the crewless ship in tow, and is responsible for her voyage, and, as far as may be, her defence against U-boats. The vessel being crewless, a smaller margin of reserve buoyancy can be allowed for. That, of course,

also enables a less conspicuous above-water target to be offered to the enemy craft. The tug is also available for other purposes between-whiles, during the cargo-vessel's detentions for loading or discharging in port, when, with ordinary ships, the engines and motive power are necessarily not being employed. On the other hand, the tug's engine-power may be utilized during the intervals to "carry on" in various forms and capacities somewhere or other to best value. It may be an occasion for some invaluable temporary, or emergency, service for which duty no other type of vessel, possibly, could be better fitted.—(Drawing Copyrighted in the United States and Canada.)

DURING THE RAINS: CAMPAIGNING IN EAST AFRICA.



ON A SUBMERGED TRACK IN THE BUSH: NATIVE CARRIERS WADING ALONG A SWAMPED ROAD IN FILE, THE LEADER FEELING THE WAY WITH A STICK.



DRY-FOOT MARCHING OVER A SUBMERGED TRACT OF FOREST LAND: K.A.R. ON A TRESTLE-AND-LOG FOOTWAY CONSTRUCTED BY THE PIONEERS.



WHERE, EXCEPT FOR AN R.E. EXPEDIENT, THE WAY FORWARD WOULD BE BARRED: CROSSING A DEEP AND SWIFT RIVER BY MEANS OF A PONTOON GUIDED ALONG AN OVERHEAD WIRE ROPE.

The heavy rains in East Africa are now over, and, as recent official despatches suggest, the ground nearly everywhere is drying up enough to allow the resumption of the shepherding and cutting off of the scattered German columns still resisting. During the three months that the rains last in East Africa, they come down with tropical intensity, inundating most of the country between the uplands in the interior and the sea-board.

In the upper left-hand photograph native carriers are wading, with camp equipment on their heads, on their way along a submerged road. The adjoining photograph (right) shows the only dry-foot method for getting about. A K.A.R. detachment is seen traversing a trestle-supported log road, constructed to serve as a causeway across the swamp. The lower illustration shows how rivers, where the current is too strong for trestles, are crossed.

AEROPLANE VERSUS TRAIN: A DRAMATIC EXPLOIT IN THE BALKANS.

DRAWN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



"THE TRAIN, DEPRIVED OF ITS GUIDING HAND, HURTTLED ALONG TO ITS FINAL DESTRUCTION": A BRITISH AEROPLANE ATTACKING AN ENEMY SUPPLY-TRAIN WITH BOMB AND MACHINE-GUN.

Our daring air-fighters no longer remain always at great heights to attack their objectives, but fly low whenever opportunity offers, and use their machine-guns as well as bombs. One recently attacked an enemy anti-aircraft gun thus. The exploit here illustrated is described as follows: "This incident occurred on the Eastern Front. The illustration shows two naval airmen attacking a train laden with stores. Bombs were dropped from a height of 150 feet, and fell close to one side of the train. The machine then came down to 50 feet, and from this height the observer fired a tray of ammunition into the

cab of the engine, killing the driver. The stoker jumped out in panic, and the train, deprived of its guiding hand, hurtled along to its final destruction." Similar feats are frequently performed by our airmen. Mr. Boyd Cable told recently of one who, after firing into a German aerodrome from a height less than the top of the hangars, "strafed" a convoy and fired into the windows of a troop-train, inflicting many casualties. Then defying the enemy's fire, he attacked another train in a siding from an even lower height. Another example occurred in the Balkans.—[Drawing Copyrighted in the United States and Canada.]

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY ELLIOTT AND FRY, BASSANO, AUXILIARY STUDIOS, LAFAYETTE, RUSSELL AND SONS, MORA, HEREFORD, SWAINE, AND BACON AND SONS.



MAJOR H. C. V. ADLER,
Royal Garrison Artillery,
M.I.C.E., M.I.M.M. Son
of Mr. and Mrs. William
H. Adler, Gloucester Cres-
cent, Regent's Park.



LIEUT. HERBERT R.
MURLESS, M.C.,
R. Fusiliers. Awarded the
M.C. for bravery.



MAJOR ROLAND D. HARRISON,
D.S.O.,
R.F.A. Only son of Col. Damer Harrison,
of Rodney Street, Liverpool.



LT.-COL. ROGER ORME
KERRISON,
Cav. R. Son of Mr. Kerrison,
Tattingstone Place, Suffolk.



LIEUT.-COL. ARTHUR
GRAHAM JOHNSON,
Royal Field Artillery. Of
The Grove, Weston, Bath.
Has been officially reported
killed in action.



CAPT. ADRIAN O'D.
PEREIRA,
D. of Wellington's Regt. Son
of Mrs. Pereira, Wimbledon.



2ND LT. FRANK FULLERTON,
Loyal N. Lancs Regt. Son of
Mr. Hugh Fullerton, J.P.,
formerly M.P. for Egremont.



LIEUT.-COL. T. M. RIXON, M.C.,
King's R. Rifles. Son of Mrs. Theodore
Rixon, Subiton. Fought in Matabeleland,
and in the S.W. African Campaign.



LIEUT. W. I. STONIER,
Bedford Regt. and R.F.C. Miss-
ing April 27; now reported
killed in action.



CAPT. H. J. CLIFFORD,
King's R. Rifle Corps. Re-
ported by the War Office
authorities as killed in action.



CAPT. E. W. F. HAMMOND,
H.A.C. Son of Mrs. Ham-
mond, Dollis Road, Finchley.
Killed in action.



LIEUT. HARRY J. B. EYRE,
Irish Guards. Only son of Mr.
and Mrs. Joseph P. Eyre, Glen-
thorne, The Bishops' Avenue, N.



LIEUT. D. E. LUCAS,
S. African Infantry. Son of Mr.
F. G. Lucas, Durban, and grand-
son of late Sir David Hunter.



FLIGHT-LIEUT. C. V.
ARNOLD,
Royal Naval Air Service.
Killed accidentally.



CAPT. H. V. I. WATTS,
Devonshire Regt. Son of
Mr. Francis Watts, Newton
Abbot.



2ND LT. E. W. R. BLAKE,
Somerset Light Infantry.
Son of Mr. and Mrs. Blake,
The Old House, Crewkerne.



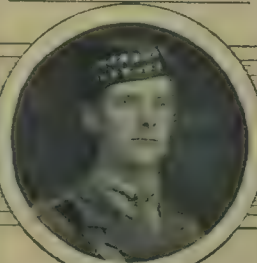
2ND LIEUT. R. H. CARSON,
Grenadier Guards. Son of
Mr. and Mrs. Carson, Bleak
House, Dyke Road, Brighton.



MAJOR H. GRIFFITH BOONE,
D.S.O.,
R.F.A. Of the White Cottage, Farnham,
Surrey. Died of wounds.



CAPT. G. H. JUSTICE,
R. Inniskilling Fusiliers. Son
of Mrs. Justice, Freshwater
Bay, I. of Wight.



LIEUT. P. V. BIDDULPH,
Royal Scots. Brother of the
Resident Magistrate of Spring-
bok, Namaqualand, South Africa.



CAPT. VERNON C. R.
CALEY, M.C.,
R. Warwicks. Son of the
Rev. W. B. Caley, Sandown.



SQUADR.-COMM. AYLMER F.
BETTINGTON,
R.N.A.S. Son of Col. and Mrs.
Bettington, of Johannesburg.

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NEW NOVELS.

"The Sense of the Past." The interest of "The Sense of the Past" (Collins), a posthumous novel of Henry James, is enhanced by three things. It is, to begin with, a James novel still, as far as the latter part is concerned, unpolished. (Not that any word or work of his could possibly be, in the narrow sense, unpolished.) The last chapters remain without the author's final revision, and so far we may think we perceive in them the framework for his delicate structures. In the second place, there is one of his notes appended—precious indeed, for it is Mr. James's rumination over the mystery of Ralph's psychical adventure. He explains the Ambassador's attitude. "He does, of course, think him a curious and interesting case of dementia. . . ." It is the outside view, with Mr. James detaching himself from his own insight to peer through the glasses of the average wise man. And thirdly, "The Sense of the Past" is a ghost story, and no one who has read "The Two Magics," the *deux* of all ghost-stories, to be told how knowledge of this choice of theme enhances the thrill of pleasure with which the reader approaches the new volume. Not that the obsession of evil hauntings overshadows the house in Mansfield Square. Courteous, if curious, spirits inform its old-world habitation. The past, enormously inquisitive of the future, and projecting itself into the present, is the extent of the gentle haunting of Number Nine. And all that enchants us most fully in Mr. James's writing—his elaboration of the lucid thought; his alluring atmosphere, wherein, as in the smoke of necromancy, magic shapes rise in unimagined grace; his immense deliberation in an age of haste—all these and more are to be found in "The Sense of the Past."

"Drones." "Drones" (Methuen) is a comedy of the moderns. It is an incisive performance, and less a satire than an exposure of the basenesses that may be found taking cover behind the artistic temperament. Mr. William Caine's two men of talent live in a world of false values, and they are both hugely aggrieved when stolid virtue comes blundering into their pasteboard paradises. This is, of course, very true to life: sinners are less often repentant than chagrined at being found out. The world does not live for Art, though the artists make-believe otherwise. They consider themselves privileged; and a privileged class is always a danger. "There's a lot of the child in every one of them—the mere fact that they invent things shows that." It also shows why Mr. Caine has made such a striking success of his studies of the scapegrace young sculptor, Eric, and the shifty, time-serving portrait-



A RED CROSS DAY AT SUNNINGDALE GOLF CLUB: A TOBACCO AND CIGARETTE STALL WHICH ADDED SUBSTANTIALLY TO THE FUNDS.

On October 6, an exciting match was played by Messrs. Vardon, Braid, Taylor, and White, at Sunningdale, before a distinguished gathering, including Lord Derby and Sir William Robertson. The Tobacco and Cigarette Stall, provided over by (left to right) Misses Hunnywell, Carlos Clarke, Maud Hunnywell, and Jessie Carlos Clarke, added substantially to the amount raised for the Red Cross.



GOLF FOR A GOOD CAUSE: A MATCH FOR THE RED CROSS AT SUNNINGDALE. We give a group of ladies who assisted at the Sunningdale Golf Club on October 6, when Messrs. Vardon, Braid, Taylor, and White played in aid of the Red Cross. There was a distinguished attendance, including Lord Derby, Sir William Robertson, and many other prominent people. The auction resulted in £1500 for the Red Cross funds.

painter, Austin. Nobody better knows the nature of children than the author of "But She Meant Well" and "The Irresistible Intruder," and these children of a larger growth spring naturally to life in his new novel. They are not the only successful characters in "Drones"—in fact, there is not a failure in the cast. The book is lively with vivid situations, and it leads from interest to interest, unflagging from the first scene to the last. We use the language of the stage designedly, for it is impossible not to visualise "Drones" as sparkling across the foot-lights. The humour of Mr. Caine saves it from bitterness, and his perception of the immutability of the non-moral mind carries a warning to over-zealous and sentimental persons who juggle with the standards of society. Here is the truth, a lantern in slippery ways—even the ways of the charlatan and the genius.

"The Golden Triangle."

One of the dearest solaces of the French soldier in the war is, we are told, the existence of Arsène Lupin. When Arsène has a new adventure, the wounded in hospital forget their pains, the muddy men in the trenches forget the long hours of their trial. . . . For this reason, it for no other, Arsène Lupin can no more die than Sherlock Holmes—or at least, not during the term of the war. M. Maurice Leblanc deals him out with a sparing hand in "The Golden Triangle" (Hurst and Blackett); but the triangle was only a tangle until the great man appeared on the scene. The action took place in 1915—when, depend upon it, Arsène was as good a patriot as any other Frenchman. Where were the millions in gold that treachery was to abstract from the country, leaving France with her gold balance damaged, if not destroyed? Do you suppose that the gallant Captain Belval, the wounded hero who pursued a mystery with the zeal of his race, would have been able, unaided, to solve the riddle? Not he, for all he was a brave man and a delightful lover. Nor, for the matter of that, will the reader, until M. Leblanc chooses the moment of revelation. We adore Captain Belval, naturally; but he is at his best not in the arduous of the chase, but in the words with which a one-legged hero is introduced to the patrons of the modern detective story: "People will have to understand that those who have been maimed in this war do not look upon themselves as outcasts, lame ducks, but as absolutely normal men. Yes, normal! We don't want the women to pity us. . . . What we demand . . . from the world at large is absolute equality with the rest. It is our due; and we shall know how to get it and to keep it. There is no happiness to which we are not entitled, and no work of which we are not capable with a little exercise and training." Very well said, M. Maurice Leblanc.

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LITERATURE.

"Marching on Tanga." Captain Francis Brett Young's "Marching on Tanga" (Collins) is undoubtedly one of the really distinguished books about the war. None could be more finished in workmanship, by which we refer not merely

ever been made before through the heart of tropical Africa. It is certain that the men who were engaged in it endured with a wonderful patience hardships which were unequalled in any other campaign—lacking, perforce, in food and even water, marching day after day without respite beneath a vertical sun, ravaged by diseases from which there was no escape in a country which even the natives of Africa had found to be incompatible with human life. It will thus be seen that in this volume the operations it describes are estimated with enthusiasm, and with a true sense of proportion; and a third citation from Captain Brett Young's pages illustrates still another feature of them which he brings out: "And then one day . . . the grey Vauxhall car drove up . . . Smuts was going back to the front. Again we began to feel as if the campaign were getting under weigh. The more I think of it, the more I realise how the personality of that one man dominates the whole conduct of the war in East Africa . . . the enormous physical asset which his masterful courage gave us." We have indicated the leading ideas in Captain Brett Young's account of "Marching on Tanga" as a military effort, and would emphasise the value of his pages from that viewpoint. But those who follow our urgent advice by perusing these pages for themselves, will realise what we mean

political and religious, into the melting-pot, and idealists, seeing that a chance may come to take "this sorry scheme of things" and "remould it nearer to the heart's desire," have turned to Shelley as a brilliant and fearless prophet of their faith. So it may be found that Shelley was not, perhaps, such an "ineffectual angel" as Matthew Arnold said. The mention of Matthew Arnold recalls the rather curious omission in these letters of any allusion to his very caustic essay on Dowden's "Life of Shelley." The explanation may be that Matthew Arnold died soon after the essay appeared, and Professor Dowden, no doubt, felt that—"de mortuis nil nisi bonum." The next four letters after that date, written in April 1888, contain sympathetic regrets. Professor Dowden writes: "We are all grieving for Matthew Arnold." Each of the three correspondents was an authority on Shelley. Mr. W. M. Rossetti wrote the Memoir prefixed to his edition of the poet, and contemplated a fuller biography. Dr. Garnett published "Relics of Shelley," and the Shelley family hoped that he would have written the authoritative Life; but his official work at the British Museum prevented it, and he recommended Professor Dowden for the task. These delightful letters, so ably edited and carefully annotated and indexed, exhibit



ON THE WESTERN FRONT: MEN OF AN ENGLISH COUNTY REGIMENT CROSSING A TEMPORARY FOOT-BRIDGE WITH STONES FOR ROAD-MAKING, DURING THE BROODSEINDE BATTLE.—[Official Photograph.]

to the actual writing, but also to that fine selection of details which gives to the whole an effect of completeness and finality. And a word may be added in praise of the illustrations. The operation of General Smuts in East Africa, in which Captain Brett Young shared as a medical officer, was in one sense relatively a small affair. There is no interesting revelation of the consciousness of this among those taking part in it. The Pangani had just been crossed by the force moving out from Buiko, where the first, stupidly worded news of the Battle of Jutland reached it. That misleading statement, so unlike the true interpretation of the fight which was to follow, was harmful because depressing to the spirits of those campaigning far overseas; yet, says the author here, it was stimulating. "It made us anxious to be done with this side-show, to have it finished once and for all, so that we might help to get to the root of the whole tragedy at home in Europe." At the same time, of this "side-show" Captain Brett Young says, with considered emphasis, on another page: "I do not think that so great a military movement had

by saying that the impression they leave of the march down the Pangani—an impression of country and of the consciousness of an armed force making its way through it—is, over and above its value as war-knowledge, a really fine achievement in literature.

Letters about Shelley.

Introducing his collection of "Letters about Shelley" (Hodder and Stoughton) "interchanged by three friends—Edward Dowden, Richard Garnett, and William Michael Rossetti," the editor, Mr. Robert Garnett, son of the late Dr. Richard Garnett (one of the three correspondents), speaks of "the extraordinary increase of interest in Shelley that the last year or two has seen." This is probably due to the fact that the war has thrown human thought,



ON THE WESTERN FRONT DURING THE BROODSEINDE BATTLE: GUNNERS ROLLING UP SHELLS FOR A MOVE FORWARD.

[Official Photograph.]

English erudition and literary honour at its best. Also they indicate the immense amount of research that underlies any work in biography.



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Yours gratefully, ———

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To HORLICK'S MALTED MILK Co., Slough, Bucks.

Dear Sirs,—As a member of the Royal Naval Air Service it will interest you to know that I recently proved the extreme value of your Malted Milk Tablets. In a flight over the North Sea on May 24th, 1917, the machine developed engine trouble and the pilot was compelled to descend, and we were left for six days adrift. To make matters worse the sea-plane capsized, and on the first day my companion lost a Thermos Flask filled with hot cocoa. From that time until we were picked up on the afternoon of May 30th (the sixth day) my companion and myself had no other form of nourishment but your Malted Milk Tablets contained in one of your well-known Ration Tins, except a ship's candle which we found in some drifting wreckage.

I feel, therefore, that we absolutely owe our lives to the contents of your invaluable Ration Tin, and I have the greatest pleasure in informing you of these facts, and express my gratitude for so compact a Ration Tin containing so much nutriment. You are at liberty to use this letter in any way you like, and with my renewed thanks.

Yours truly (signed), ——— R.N.A.S.

SEND THEM TO YOUR NAVAL AND MILITARY FRIENDS.

See that the name Horlick's appears on every Container.

Or all Chemists and Stores, or we will forward one of these tins post free to any address on receipt of 1/6. Give full name and address, or name of ship, also give your own name and address when sending remittance to HORLICK'S MALTED MILK CO., SLOUGH, BUCKS, ENGLAND.

SIR JAMES HORLICK, Bart., President.



Get
that 4/6 bottle
of TATCHO for 2/9
to-day

THIS big bottle of the original Mr. Geo. R. Sims' TATCHO—the most famous and successful hair-grower in the world—is offered at a low price to-day in order to induce you to give TATCHO a trial. It would not pay to make this offer if the matter ended there. But every woman and every man who gives TATCHO a fair trial (and the big 4/6 bottle is ample for that) will continue to be Tatcho-users ever after.

A WELL-KNOWN DOCTOR'S EXPERIENCE.

Essex,
4th October, 1917.

Dear Sirs,

At the end of July I wrote telling you that owing to a serious illness, my hair was coming out at an alarming rate. You were good enough to send me a bottle of Tatcho. It gives me very great pleasure to tell you that its use has been followed by the most satisfactory result. My hair has not only stopped coming out but all over the scalp there is a fairly thick growth of new hair. Will you please send me—by return if possible—another bottle exactly like the last, with an invoice, together with two bottles for ladies' use.

Yours faithfully,

M.D., L.R.C.P.

(The signed original of this letter and hundreds of others can be seen at the address below.)

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The HAIR GROWER

All Stores and Chemists in the country will give you the 4/6 bottle of Tatcho for 2/9 while this offer holds, or you may get it direct post free for 2/9 from

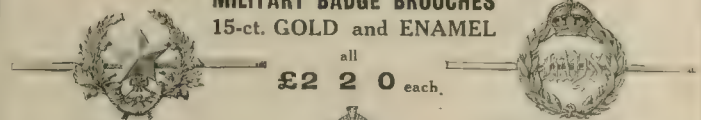
The Directing Chemist, TATCHO LABORATORIES,
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15-ct. GOLD and ENAMEL



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All these Brooches are finely
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Every pattern can be
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**THE
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Fine Quality Lever Movement.
One-Piece Screw-in Silver Case.

WITH
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Luminous Hands and Figures.
The Ideal Watch for Active Service.



76 & 78 REGENT STREET, LONDON W.

Lotus

DURING October, Lotus boots for men, both civilian and military, will again be obtainable at the shops, appointed in every town and district to sell Lotus.

The civilian stock will consist both of boots and of shoes, in black and in brown, and will be sold without any restrictions, but the military boots, both high leg and low leg, must, under strict

Government orders, be sold to fighting men only, though many a civilian would like to buy them on account of their guaranteed waterproof soles.

By the way, Lotus prices went up on the 3rd August, but all the stock made before that date will be sold at the old prices branded on the soles.

Lotus Ltd. Stafford
Makers of Lotus and Delta Boots
Agents everywhere.



Lotus 359-55/-
Guaranteed Waterproof
Patent 3822, 11

LADIES' PAGE.

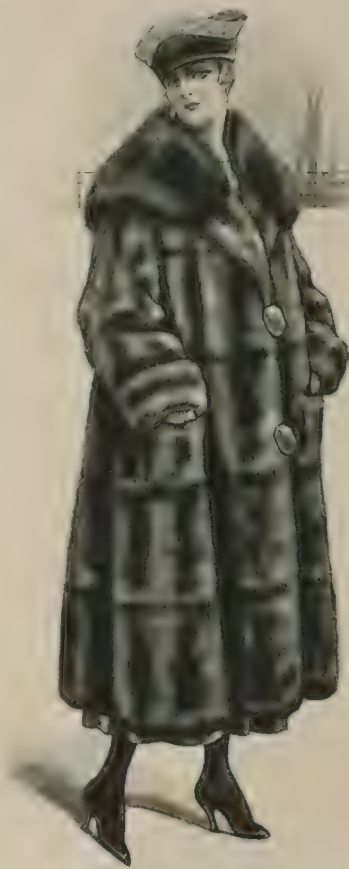
FASHIONS FOR AUTUMN.

AUTUMNAL Fashions are declared, and prove as simple and as similar to the past season's as is becoming to the circumstances. It is really much to the credit of women that they have so effectually put down every attempt to introduce some fresh freak into their styles. Straight, loose, and easy, the frocks of the hour nevertheless do not fail to be pretty and graceful. Wool fabrics are exceedingly scarce. If a material be offered at a low price, be assured it is not manufactured of pure wool. Cloths that were considered only suitable for cheap costumes are now being used for expensive dresses. The new skirts, of equal fulness all round, and sometimes pleated, still are kept rather narrow, so as not to use up a yard of unnecessary material. Silk is by no means proportionately increased in price, as compared to pure wool, so it is rather an economy than otherwise to "walk in silk attire."

The coat-frock continues in favour; the best tailors are still making it more than they are any other style, though, of course, the coat and skirt hold their own. The dressmakers exercise taste and ingenuity in details to differentiate one plain, straight-cut, all-in-a-piece garment from another. A deep band of some dark fur round the foot of a coat-frock is liked, and a short collar of fur just at the back of the neck to correspond. Again, a wide velvet ankle-band—in some cases forming as much as a third of the whole garment—is put round a skirt. Real silk velvet for facings and revers is scarce and expensive, but velvet seems plentiful enough. The silk velvet is mostly manufactured in France; while England makes the imitation fabric—though, in truth, good velvet is so graceful in its folds and so rich in its lights and shades that it seems unjust to name it an "imitation." It stands on its merits, and is much patronised this autumn for complete dresses of the coat-frock cut, as well as for portions of rather more complex designs—for two materials are very generally used.

An alternative to the one-piece coat-frock in the autumn designs is a loosely cut coat reaching to the knees, or a little shorter, or a "jumper" blouse with a pleated skirt appearing below. This may be in reality a one-piece gown, the pleating being actually only a flounce on the foundation. When skirts are kept narrow, they must be also rather longer than we have been wearing, else they would girt round the knees in walking—unless they are cut like a kilt to clear the knees; and notwithstanding the abundant use as working dress of trousers and short over-skirts, the average female attire is not cut short at that point. A little longer, but only a little, then, we must expect our somewhat less full skirts to become. Another alternative style is a perfectly loose one-piece dress in serge of fine texture, cut like a monkish robe, with the neck cut down, and a full, loose collar, just like a monk's is, in fact; they have full, plain sleeves and loose girdles.

An easy and effectual way of studying the latest fashions is to write to "Harrods, London, S.W.1" for a



AN ELEGANT FUR COAT IN THE NEWEST VOGUE.

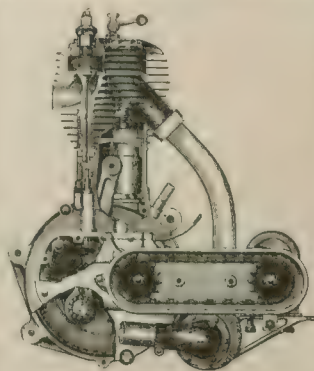
This handsome coat, which is one of the many beautiful coats for the autumn and winter to be seen at Harrods, in the Brompton Road, is in the latest style, and is in natural black musquash with a rich skunk collar. It is priced at 75 guineas, and is known as the F.U. "Brishane."

copy of their new autumn catalogue. It contains selected models from every department, beginning with furs and ending with umbrellas. This "Book of Autumn Fashions" is dedicated to "The great and growing community of discriminating womenfolk who recognise the best to be the cheapest, and who discern alike delight and duty in being attractively apparelled." Throughout this vast establishment, a point is made of giving the best possible value for the money expended. But if the uttermost cheapness (though always combined with a certain standard of quality) is an object, Harrods' Bargain Floor meets the case. Goods in this department are sold for cash only, and postage is charged to the country; these and other strict economics allow the prices to be marked at the lowest possible limit consistent with reliable quality. There is a delightful section of special garments for women workers, whether in the home or outside it, ranging from a casement-cloth overall, so prettily made and trimmed as to be quite becoming, and very suitable for doing your own cooking or dusting in, at only 11s. 9d., and other useful garments of the sort, up to a lovely hand-smocked one-piece dress in a new silk and flax mixture material, really fit for a tea-gown, in beautiful colours, at 59s. 6d.

There are some magnificent fur coats—at, of course, proportionate prices, but quite moderate for the character of the garments. For instance, a charming coat in the best seal-musquash, with a huge fashionable roll-collar and a deep band round the foot in beaver, is an attractive bargain at 82 guineas; or, again, there is a full-length, very becoming and stylish coat in white cone, with a big grey opossum collar, looking very wealthy, but costing only 19 guineas. Fur coats for the kiddies, and stoles and capes and muffs for ladies, in all furs and various shapes, are also forthcoming in abundance.

The millinery department is abundantly stocked with headgear in the quiet yet novel and attractive fashions devised for this autumn. Costumes in all kinds of materials show the straight lines with the touches of ornamentation that I have previously described as the modes of the moment. Coat-frocks and coats and skirts in woollen materials and in velveteens, some with fur collars, and useful separate skirts for wear with blouses, and smarter afternoon wrap-coats, all appear depicted; and are followed by different forms of waterproof, from the shiny mackintosh or feather-weight rubbered silk to the trench-coat in twill or covert-coating. Then the blouses are very attractive, and the lingerie department is well stocked. There are some excellent "slip-on" designs for simple dresses, such as the "Imperial," in black satin, with deep belt-corsage and braces, suitable to slip on over your own blouse, the make of which decides whether it becomes a gown for day or evening wear; actually this useful and stylish garment is to be had for only 45s. 6d. The catalogue is filled up with a crowd of other attractive details; but a personal visit is strongly recommended, for in these palatial premises thousands of beautiful, useful, and good-value articles are displayed for the purchaser's choice.

FLORENA.



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B.S.A. ENGINE.

THE reputation established by the B.S.A. engine for power, reliability and smooth running is due in no small measure to B.S.A. special design. The cylinder is offset and owing to its extra deep radiating fins remains remarkably cool under severe tests. The connecting rod is stamped out of chrome vanadium steel. Roller bearings are fitted to the big end, while the main shaft is mounted on ball bearings, thus ensuring flexibility and long wear.

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For Solo

& Sidecar.

While we are so largely engaged on Munitions, supplies of B.S.A. Products are extremely small.



HAND-MADE BLOUSE JUMPER.

ADAPTED by our own workers from an exclusive Paris model, and made in really high-grade materials.

JUMPER (as sketch), entirely hand-made, in rich heavy Crêpe de Chine or Georgette, hand-smocked and trimmed with real skunk. In all colours and black and white.

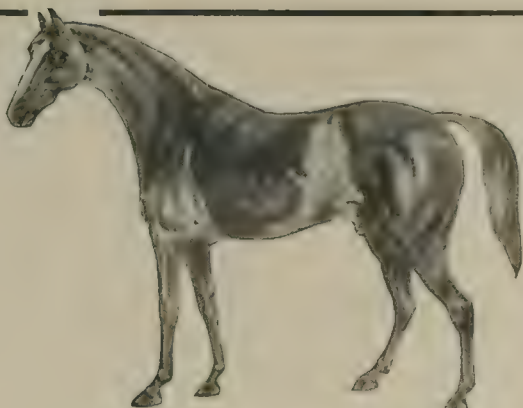
Price—
58/6



Black
Balbriggan
Cashmere
Stocking,
with black
silk clocks
(all wool),
8 in. to 9 in.
3/11
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VERE STREET AND OXFORD STREET
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POT80S, the famous son of a famous sire—Eclipse, whose name is so closely associated with the best racing-stock on the English Turf.

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BIG VIRGINIA 1/2
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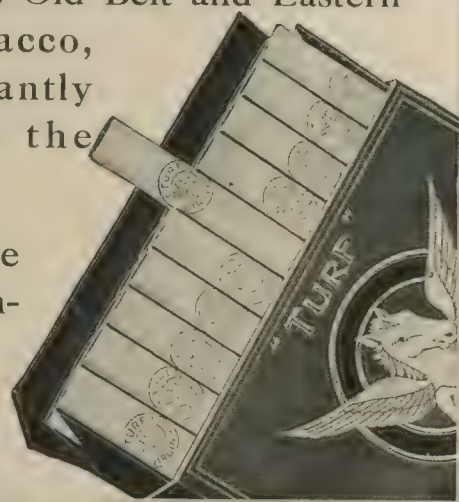
TURF 20
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"DERBY" 1/-

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WHEN a first-class race-horse is mentioned, the mind instinctively reverts to Eclipse and his famous progeny, the most famous "family" in the annals of the English Turf.

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Both sizes are of identical high-grade quality.



MENTIONING the question of relative values; it is not, of course, expected that Manfield's, or any other, can for the same money supply the same article as before the War. But in principle it is quite true to say that the "MANFIELD VALUE" is unchanged—it is still as high as ever, when judged by current standards of value. Increasing prices tend to confuse the issue in the public mind, so it is as well occasionally to repeat and insist on the fact.

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"At the age of three months, she was quite a little wreck, puny and fretful, as I could not get a food to suit her," writes Mrs. W. B., St. Denis, Rohais, Guernsey, of her baby daughter. "Many of my friends thought she would not live, but from the day I started her with Mellin's Food she gradually gained, and is now one of the bonniest and happiest of babies that one could meet—the picture of health and strength." Mellin's Food, mixed with fresh milk, is the nearest to Nature's food.



Mellin's Food

Write for Free Sample of Mellin's Food and Booklet "How to Feed the Baby."

SAMPLE DEPT., MELLIN'S FOOD, LTD.
PECKHAM, LONDON,
S.E. 15.



ALPACA
SPORTS
COATS

We are specialists in Knitted Sports Coats, and have always in stock an immense variety of exclusive designs in these practical and becoming garments. Every coat in this section is made under the supervision of our expert, who has made a life-long study of knitted goods. Suitable for both indoor or outdoor wear.

KNITTED SPORTS COAT (as sketch), made from very soft best quality Alpaca yarn. In black, white, and a wide range of good colours, open Shetland stitch. Very light in weight, but beautifully warm. Large sizes in stock.

PRICE
52/6

Note.—This business will be closed on Saturdays until further notice.

Debenhams
& Freebody.

Wigmore Street.
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Famous for over a Century
for Taste, for Quality, for Value

THE PLAYHOUSES.

"THE SAVING GRACE" AT THE GARRICK.

HIS characters and the atmosphere they create are what is of real and sufficient account in Mr. Haddon Chambers' happy little story of "The Saving Grace."



AMERICAN JOURNALISTS VISIT A GREAT MUNITIONS WORKS: A MONSTER GUN.

A number of journalists from the chief cities of the United States recently visited the great works of Messrs. Vickers. Our photograph shows some of them ranged up in front of one of the monster guns made in the works which they had just inspected. The opinion was expressed that America would be delighted and astounded to know what these great works really meant.

Only let your folk be sufficiently entertaining and human, as this playwright's little group undoubtedly is; possess, as he does, the instinct for the theatre; and maintain, as he also can, the spirit of comedy—and you can afford to dispense with more than a modicum of plot. Your play goes rolling on with the force of its own comic momentum, only you must have invented one overpowering or insinuating personality. Now that is what Mr. Chambers has managed. His half-pay officer, Blinn Corbett, who ran away with his Colonel's wife because it was "the sporting thing to do," and pays for his rashness by sacrificing his profession, living on his tradesmen and servants, touting for wine-orders and depending on his wits, may be an egoist, a rogue, a waster, but he has the saving grace of humour and good nature. His stage companions may refuse to listen to his unceasing monologue, but his audience never tire of his jests at his own expense. They want him to go on talking, and the fact that they do so is the measure of the playwright's success. His influence makes the other characters humorous. It is in contact with him that his silly, literal, but attentionate wife's blunders seem so droll. It is because he is only just in the background that the quarrelling scenes of courtship between his wife's pretty

niece and the angry boy the pair of paupers wish her to marry prove such capital fun. It is in contrast with Corbett's civil frankness that the acidities of the boy's mother have such flavour. He it is who renders this comedy of character a perpetual delight. Fortunately, in Mr. Charles Hawtrey we have just the man for the part.

Here is an actor who can be constantly on the stage and yet never bore, who can play the loving husband and avoid sentimentality, who can figure as scamp, humbug, sponger, and yet suggest the gentleman. But only less charming than his performance is that of Miss Mary Jerrold as the wife, made far too lovable for her stupidest remark to win less than a smile; and equal distinction marks the acting of Miss Ellis Jeffreys, whose art compels even a total change of front to seem quite plausible. As the young pair, both Mr. Noel Coward and Miss Emily

seem to come in the right place, or to be put in the mouth of the right person. The sermon, however, gave Mr. Cowley Wright an opportunity for impassioned declamation, and both he (as the Socialist turned criminal) and Miss Lillah McCarthy (as the woman of leisure with qualms of conscience) gave an extremely picturesque performance. On the miniature scale, good work was done by Mr. Sproston and Miss Joyce Carey in a cleverly appointed restaurant scene.

"CASH ON DELIVERY" AT THE PALACE.

Because the Palace Theatre has technically changed its programme from vaudeville to drama, it has not ceased to be a house of mirth. Indeed, to judge by the amount of laughter which served as accompaniment last Saturday night to Mr. Butt's newest enterprise, it is more than ever so now. Mr. Seymour Hicks can claim credit for this state of affairs, for he was author-producer and leading spirit of "Cash on Delivery," the musical farce which marks the change of policy. The farce is the thing in this case. The musical comedy side of the entertainment is well enough; but Mr. Haydn Wood's melodies, though they permit Miss Ellaline Terriss to warble prettily, and give a new-comer (Mr. Montagu Criddle) his chance, and enable a chorus to show us in song what civil soldiers and work on the land will be like two years hence, and provide Mr. Hicks himself with a couple of so of comic ditties, is of the familiar "revue" pattern, and has not the pace of the fun. The farce is nothing short of breathless, admirably

Brooke make good. All round, indeed, the comedy gets the interpretation it deserves.

"ONE HOUR OF LIFE." AT THE KINGSWAY.

Captain Desmond Coke gives the impression, in "One Hour of Life," of not being quite sure what he would be at. And so his melodrama of abduction and jewel robbery and police who turned out to be burglars did not always come off. After all, even melodrama must have some sort of relation with life, and ladies do not invite the most persuasive of thieves to make a midnight raid on their husband's possessions. Nor did the young Oxford "crook's" sermon on the selfishness of the rich and the sufferings of the poor



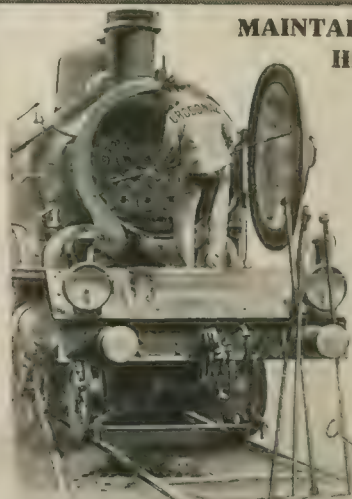
ON THE MUDDY WESTERN FRONT: A DINNER-TIME SCENE IN A VILLAGE.

Official Photograph.

suited to the author-actor's own breathless, restless style of acting. Miss Gwendoline Brogden helps Mr. Hicks to keep the pace fast and furious.

URODONAL

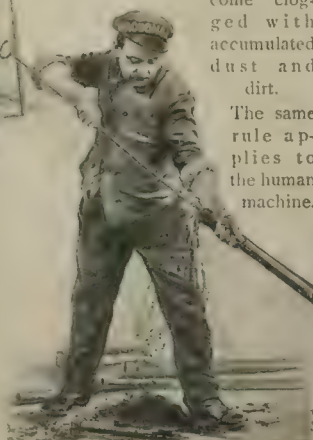
MAINTAINS YOUTH OF THE HEART AND ARTERIES.



It frees them from all the waste products, uratic and chalky deposits which tend to harden their walls.

This cleansing process may be compared to the cleaning of the boiler and pipes of an engine, which would certainly refuse to work were its various parts allowed to become clogged with accumulated dust and dirt.

The same rule applies to the human machine.



Certain blood vessels (veins and arteries) can be compared to boilers. By dint of continually working and circulating blood that is more or less loaded with waste products, their walls become encrusted and hardened, so as to resemble "clay piping." This is Arterio-sclerosis, the baneful consequences of which are only too well known. Uric acid is the chief enemy, inasmuch as it is always present in excess whenever nutrition is disturbed. It paralyzes the heart, and is in some cases the sole cause of certain diseases of this organ (Pericarditis, endocarditis, etc.). Heart trouble, as well as disorders of the circulation, are, therefore, greatly benefited from the use of URODONAL, which is thirty-seven times more powerful than lithia as a solvent of uric acid; and, therefore, effectively prevents the appearance of the manifold troubles due to its presence.

Dr. DARRIAN, Paris Medical Faculty.

URODONAL, prices, 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, from the British and Colonial Agents, HEPPLETT'S, Pharmacists and Foreign Chemists, 161, Piccadilly, London, W.1, from whom also can be obtained, post free, the full explanatory booklets "Scientific Remedies" and "Treatise on Diet."

SOLE AGENTS: ROYAL FRANKS & Co., Ltd., 10, Abchurch Lane, London, E.C. 4, and 10, Cross Street, Calcutta.

URODONAL dissolves uric acid, removes sandy deposits from the heart valves, prevents degeneration of the blood vessels, which interferes with normal circulation, thereby preventing overstrain of the heart.

JUBOL

"Cheer up! Jubol will soon put you right."

Constipation
Enteritis
Auto-Intoxication
Depression
Obesity

Recommended by the Medical Profession in England and Abroad.



The positive danger attending the indiscriminate use of purgatives—which irritate the intestine and favour its condition of inactivity, has been pointed out by several eminent medical authorities.

The "JUBOLIZATION" or "Re-education of the intestine" consists of a gentle, soothing and prolonged internal massage. JUBOL absorbs a large quantity of water, and thus acts like a sponge in the bowel, the mucous membrane of which it thoroughly cleanses.

JUBOL is therefore a rational laxative agent: it effects the re-education of the intestine by means of the fuci, biliary extracts and active principles of all the intestinal glands of which it is composed, and by means of which it is able to excite the intestinal peristaltic movements, to supplement the inadequate functions of the intestinal glands, and so soften the bowel contents. JUBOL only acts after a time, and gradually restores to the inactive organ its normal functions.

The complete treatment for the "re-education" of the intestine usually extends over six months. It can be prolonged, if necessary without the least inconvenience. It is never contra indicated, and does not become a habit.

JUBOL, price 5/- per box (complete course of six boxes, 25/-). Prepared at Chatelain's Laboratories, Paris. Can be obtained from all Chemists and Drug Stores, or direct, post free, from the British and Colonial Agents, HEPPLETT'S, Pharmacists and Foreign Chemists, 161, Piccadilly, London, W.1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."



IF YOU DESIRE TO LOOK YOUR BEST

you must first pay attention to your skin and complexion. Each should be beautifully clear and soft, and there is nothing quite so good as

BEETHAM'S La-rola

for this purpose. A few drops in your washing water and a little rubbed on the face, hands, and arms after washing will soon effect a wonderful improvement. It purifies, refreshes, and invigorates. Try one bottle and you will never be without it.

Of all Chemists & Stores, 1/1

PALE COMPLEXIONS
may be greatly improved by just a touch of "LA-ROLA ROSE BLOOM," which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives **THE BEAUTY SPOT!** Boxes 1/-

M. BEETHAM & SON,
Cheltenham, England.



Famished Hair Cells

Hair-failure is due to starved roots and cells. All the legion of hair troubles vanish if you strike at the root. It is the same in every ill—you must go right to the heart of the trouble. What the grey, languishing, dropping hairs

call for

is an adequate food—a real nutriment. ROWLAND'S MACASSAR OIL gives an immediate new vitality to the feeble roots and the "feeding" cells beneath them. It produces a soft, silky sheen and texture; a full, luxuriant growth, radiating a true natural hair-health. Supplied in *Gold Tint* for fair hair.

ROWLAND'S Macassar Oil!

is sold in 3/6, 7/- and 10/6 bottles by Stores, Chemists, and ROWLANDS, 67, Hatton Garden, London.

Oakey's "WELLINGTON" Knife Polish

The Original Preparation for Cleaning and Polishing Cutlery, and all Steel, Iron, Brass, and Copper articles. Sold in Canisters at 3/6, 6/6, & 12/6, by Grocers, Ironmongers, Glaziers, &c. Wellington Emery and Black Lead Mills, London, S.E.1



ZENOBIA TRUE FLOWER PERFUMES

THE delicious fragrance of an old-world English flower garden is brought to the dressing-table by means of Zenobia perfumes.

Carefully prepared to reproduce the choicest blooms, these perfumes are exquisitely natural and fresh, and they are wonderfully lingering and sweet.

Three favourite Zenobia True Flower Perfumes are:

ZENOBIA NIGHT-SCENTED STOCK.

ZENOBIA SWEET PEA BLOSSOM.
Prices: 2/-, 3/-, 4/6, 6/-, 12/6 and 25/- per bottle.

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2/6, 4/6, 7/6, and 12/6 per bottle.

ZENOBIA EAU DE COLOGNE.

1/9, 3/3, and 6/- per bottle.

Sold by Chemists, Perfumers and Stores.

MADE BY
ZENOBIA, LTD., Loughboro', Leicestershire



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CIRCULAR POINTED PENS.

SEVEN PRIZE
MEDALS



These series of Pens neither scratch nor spurt. They glide over the roughest paper with the ease of a soft lead pencil. Assorted Sample Boxes, 6d., to be obtained from all Stationers. If out of stock, send 7 stamps to the Works, BIRMINGHAM.

Attention is also drawn to their Patent Anti-Blotting Series.

London Warehouse: 124, NEWGATE STREET, E.C.

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SEA-SICK REMEDY

has received the unqualified endorsement of the leading papers of the world, and the finest testimonials from the world's greatest men, women, and institutions.

Does not contain Cocaine, Morphine, Opium, Chloral or any of the coal tar products.

No Bad After Effects.

MOTHERSILL REMEDY CO., LTD., 19, ST. BRIDE ST., LONDON, E.C.

**GUARANTEED TO CURE
SEA OR TRAIN SICKNESS
OR MONEY RETURNED**



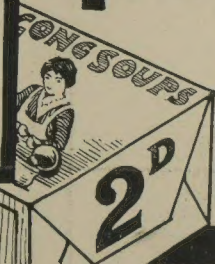
In Boxes, 2/6 & 5/-

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12 Different Varieties.

Scotch Broth	Ox Tail
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Lentil	Artichoke
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All one price 2d.



With so many varieties of Gong Soups to select from, a different kind can be served every week-day for a fortnight. Your man-at-the-front will always thoroughly appreciate a few packets of Gong soups.



To obtain the utmost possible light at the lowest possible cost, see that you use only Mazda Drawn Wire

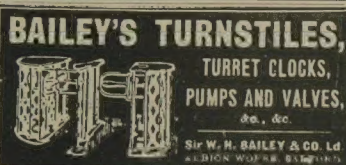
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LAMPS**



If you suffer from Asthma, Catarrh, Ordinary Colds, you will find nothing to equal

**HIMROD'S CURE
FOR ASTHMA**

At all chemists 4/3 a tin.



BAILEY'S TURNSTILES,

TURRET CLOCKS,
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BEYOND

By JOHN GALSWORTHY. 6/- n.

"A great book. . . It is indeed a red-letter day for the reviewer when such a book comes his way."—*Full Malt Gazette*.

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By W. SHAW HEATH. 5s. n.

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Sunday Times

**LONDON'S
BEST INFORMED
SUNDAY
NEWSPAPER**

ONE PENNY



Makes work so easy

In half an hour you can go over a room-full of furniture with Johnson's Prepared Wax. Greasy, smoky, dust-catching furniture can be easily restored to its original beauty with

JOHNSON'S PREPARED WAX

which cleans and polishes, covers up scratches, and preserves the polished surfaces of wood, enamel, leather, and linoleum. The polish is dry and hard; therefore it cannot gather dust, is unaffected by fingers and hot dishes, and protects the surface, which is easily kept brilliant. If the surface is badly stained or soiled, JOHNSON'S CLEANER will remove every mark without harming the finish.

For Sale by all leading Ironmongers & Grocers.

Send coupon for generous Samples.

S. C. JOHNSON & SON, 244, High Holborn, London, W.C.1.

I should like to try Johnson's Prepared Wax and Cleaner. Enclosed you will find 8d. for generous sample tin of each.

Name

Address

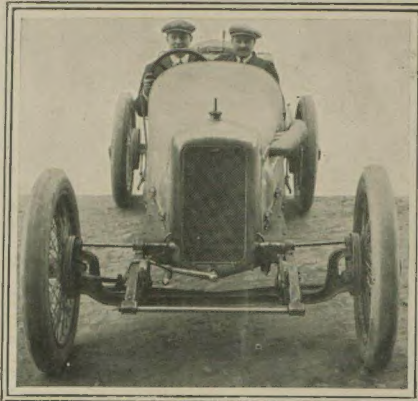
Australian Address: 379, KENT STREET, SYDNEY.

THE CHRONICLE OF THE CAR.

A Coal-Gas Demonstration.

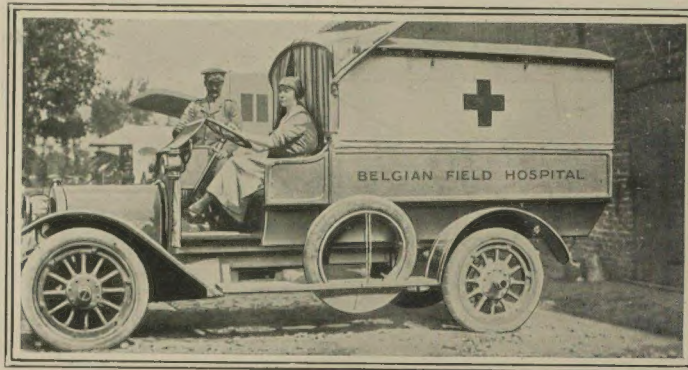
Under the auspices of the *Motor*, a great demonstration of the use of coal-gas as a motor propellant was held one day last week. A very large number of vehicles of all types took part, from the lightest of touring-cars to the heaviest of char-a-bancs, and these were fitted with every known variety of gas-holder. The demonstration was eminently successful in proving that, under certain disabilities, motor-vehicles actually can be run with coal-gas as a fuel; but I must say that the main impression made upon my mind was that there is a serious risk of the coal-gas enthusiasts losing their sense of proportion, and coming to regard what is merely a stop-gap—a palliative of an onerous, but, after all, temporary condition—as a permanent solution of the problem of a home-produced fuel. I may, of course, be altogether wrong about the matter, but I really cannot see coal-gas as a definite substitute for petrol or others of the liquid hydro-carbon fuels. As a matter of fact, I saw but one vehicle in the whole procession which would lead one to think of gas as a practical proposition for the touring-car, and this was a car equipped with a gas-holder built on the lines I suggested in this column some weeks ago. The container in question was simply a solid drawn-steel tube, internally braced, and wire-wound. The gas-pressure was, I believe, about 1800 lb. per square inch, and the holder, which weighed 88 lb. only, carried enough gas to run the car for 100 miles. Of course, the difficulty about the construction of such gas-holders now is that of materials, which are to all intents and purposes unobtainable. We are therefore driven back on gas-holders of the "balloon" type, which are all very well as a makeshift—they are practical as a means of tiding over a bad time, but nothing more. They are clumsy and unsightly, and, moreover, I am waiting interestedly to hear of the experiences of their users after two or three months of steady work. Unless I am much mistaken, they will vote that, until a more practical solution of the gas-holder problem has been evolved, the use of coal-gas is merely a choice of the lesser evil. But it is ill work throwing cold water on a serious attempt to tide over difficulties, and I am really not minded to be critical of effort. All I wish to guard against is taking too seriously what is at its best a device to enable us to carry on until we can get something better again.

"Petrol Enrichers." Pellets which, according to the advertisements, placed in the petrol-tank will so enrich our fuel that we shall get miraculous mileage, combined with marvellous power, are no strangers. They have been with us almost from the



A NEW FIAT RACING CAR: TO BE USED IN THE STATES.

But for the entry of America into the war, the new Fiat would have been seen on the Indianapolis track this season. These cars—two were built—differ materially from the racers hitherto built by the famous Italian firm. In one respect they are a radical departure from former practice, as they have steel cylinders, with welded-on water-jackets. On ordinary Italian roads they have attained a speed of 114 miles an hour.



A NURSING SISTER IN FLANDERS: MISS GLORY HANCOCK.

Miss Hancock, who is one of the most unwearying of war-workers, is nursing sister at the Belgian Field Hospital in Flanders, and is here seen on the Buick motor ambulance which has served her so well during the war.

first days of motoring, but, until lately, seemed to have fallen on evil times. With the shortage of petrol caused by the war our old friends made their appearance again, under various guises and under many names, and the most wonderful thing about it is that quite a number of motorists who have used these pellets will aver in all seriousness and good faith that they have found the claims made for them fully substantiated. The *Autocar* has taken the trouble to investigate the matter, and submitted certain of these pellets to Faraday House for analysis and test. This is what the Principal of that institution reports—

"In accordance with your instructions, we have made a chemical analysis of the tablets you submitted to us, and beg to report as follows: The tablets consist of tinted naphthalene ($C_{10}H_8$). The average weight of a tablet is 1.22 grammes. The addition of two such tablets to a gallon of ordinary petrol would increase the calorific value by 0.066 per cent. (a negligible amount), and there would be, therefore, no appreciable difference in the mileage obtainable with a motor-car. The tablets could have no effect in removing the carbon deposit upon the pistons and walls of the combustion-chamber.

(Signed) ALEXANDER RUSSELL, Principal."

Coal-Gas Installation at Wolseley Garage.

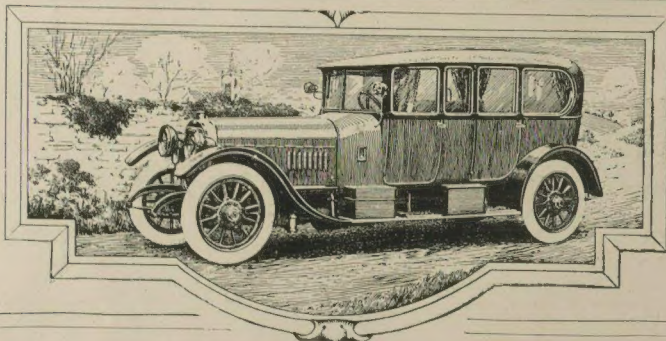
Owing to the large number of motor vehicles which have now been transformed to run on coal-gas, Wolseley Motors, Ltd., have installed a meter, with a three inch outlet-pipe, at their London garage at York Street, Westminster. Every facility is provided for the rapid filling of the gas-containers of transformed vehicles, and every type of vehicle can be expeditiously dealt with. This will, no doubt, prove a decided advantage to the owners and drivers of motor vehicles in the West End which are using gas in place of petrol.

Something New in Autobiographies.

In the ordinary way, advertising booklets are not exactly the sort of thing one recommends people to read by way of recreation, but one has just reached me from the Birmingham Small Arms Company which strikes such a new note in these brochures that I do not hesitate to counsel the reader interested in motor-cycling to send for it—he can have it for the trouble of sending a postcard asking for it. The booklet is entitled "The Autobiography of a B.S.A.," and is very well done indeed—so well that when I began to read it I did not put it down until I had reached the end.

The Government Association has addressed a letter to the Ministry of Munitions asking for

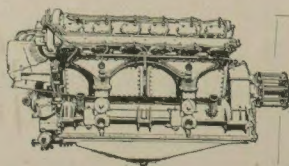
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SUPREME SUNBEAM QUALITY

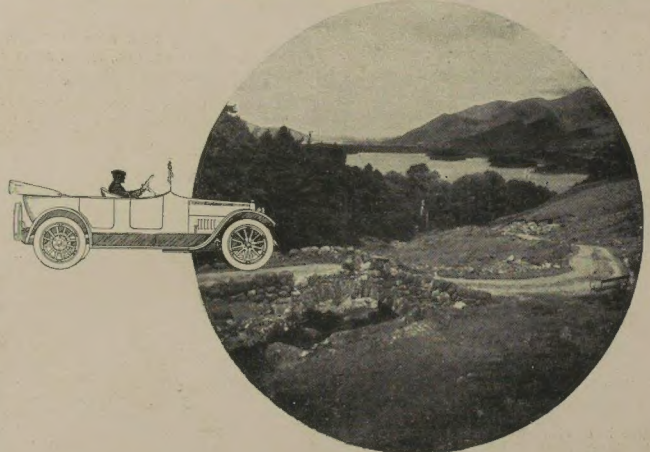
EXTRACT FROM A LETTER FROM SCOTLAND.

September 17, 1917.
"I sold to-day my 12-16 h.p. Sunbeam Car, which left your works on March 22, 1914, price paid £500. I received £550 after doing 22,347 miles. It was a pleasure to drive this car, and it never gave me any trouble during the three and a half years that I drove it. It was a much-admired car, and its graceful lines, speed and reliability were the talk of all the people who had the pleasure of a run in it."



SUNBEAM CARS AND
SUNBEAM - COATALEN
AIRCRAFT ENGINES
have proved their absolute supremacy in every War sphere—France, Russia, Italy, Africa, Egypt, Mesopotamia, and the Balkans.

THE SUNBEAM MOTOR CAR CO., LTD.,
Head Office and Works - - - - - Wolverhampton
Manchester Showrooms - - - - - 106, Deansgate
London and District Agents for Cars: J. Keene, Ltd., 72, New Bond St., W.1.



POST WAR MOTORING ON A BUICK

HAVE you made certain of your new Car as soon as motoring for pleasure is re-established? Have you ordered your post-war model? Future motoring on a Buick will carry with it a new enjoyment because the new Buick will not only embody all the features which have made Buicks famous in the past but with several improvements will make for still more delightful, still more reliable and still more economical motoring.

LET YOUR POST WAR
CAR BE A BUICK
General Motors (Europe) Ltd.,
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Buick
VALVE-IN-HEAD
MOTOR CARS.

VAUXHALL WAR PICTURES

by a soldier
artist in the field,
illustrating
some phases of
the work done
by the 25 h.p.
VAUXHALL

"The **FINEST CAR**
on **ACTIVE SERVICE**"



A 25-H.P. VAUXHALL STAFF CAR AMID THE WRECKAGE OF A CAPTURED GERMAN STRONGHOLD. Until a roadway of some sort is made up, cars have a very trying time in such areas; but this is the kind of service they must be equal to when the emergency arises.

Vauxhall

THE CAR SUPEREXCELLENT

VAUXHALL MOTORS LIMITED
174-182 GREAT PORTLAND STREET
And at Petrograd LONDON, W. 1 Works: Luton, Beds.

EXTERNALLY the Vauxhall war model does not faithfully represent, either in lines or finish, the 'full dress' Vauxhall motor-carriage, which is a luxury car possessing, in addition to fine body-work, those rare qualities of design that make for liveliness, ease of handling, ample power, high efficiency and general distinction of performance. Considered from this point of view the Vauxhall has no peer. The after-war Vauxhall will be the rage among buyers of the best-class English car, and you will do well to book your order in advance.

Write for waiting-list particulars



Scientific Aid in the Prevention of Disease.

Bacteriologists have been wonderfully successful in late years in discovering and isolating for observation purposes the various micro-organisms which are responsible for disease.

They have found that the microbes which cause trouble in the throat and lungs are best met and defeated at the point of entry—the throat.

And they recommend that when danger threatens in cold and wet weather or whenever the vitality is lowered, ill effects from germ attacks may be prevented by the subject's taking

EVANS' Pastilles

The effective precautionary measure against the microbes of Influenza, Catarrh, Diphtheria, Pneumonia, etc.

The unique antiseptic properties possessed by Evans' Pastilles strengthen the vocal cords, allay and prevent irritation of the throat, and loosen any mucous secretion which may be present.

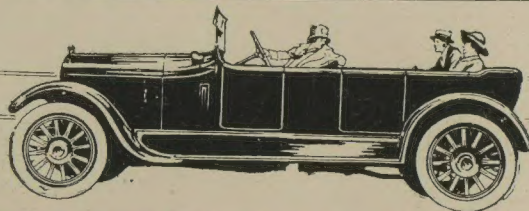
TRENCH ODOURS

Evans' Pastilles are splendid for preventing the unpleasant effects from trench odours, and are invaluable for service conditions. Send a tin to the Front.

Warning: See the "raised bar" on each Pastille. None are genuine without this mark.



Obtainable from all Chemists and Stores, or post free from the makers,
1/3 per tin.
Evans Sons Lescher & Webb Ltd.,
56, Hanover Street Liverpool



THE ABILITY TO LOOK AHEAD

Anticipate the joys of a motoring tour under peaceful conditions. Look ahead to the time when you will once more be free to do your motoring without being unpatriotic—without the necessity of petrol cards and lamp discs. Then think of your post-war car, and think wisely by ordering an Austin now for delivery after the War.

Austin

THE AUSTIN MOTOR CO., LD.,
479-483, Oxford Street, London, W. 1

Telephone - Mayfair 6230.
Telegrams - "Austinette Westo, London."
Works - Northfield, Birmingham.
Also at Manchester, Norwich, and Paris.

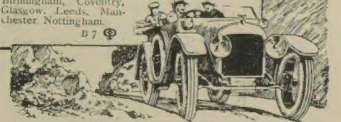
Rough roads don't trouble Palmers—which have the famous Palmer Cord Foundation, which minimises internal friction, and the finest tread ever moulded on to a tyre. No need to buy foreign tyres after the war.

PALMER
CORD TYRES

Made in all sizes with the original three-ribbed rubber and the steel studded treads. Write now for the Booklet "Palmers, Petrol and Power," which gives fully detailed proof of the TEN PER CENT. PETROL SAVING.

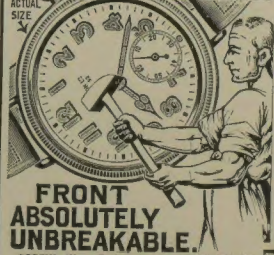
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119, 123, Shaftesbury Ave., London, W.C.2

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FRONT ABSOLUTELY UNBREAKABLE.
SCREW IN SILVER CASE £4 4 0 EVERY WATCH WARRANTED.
With Hinged Case, £3 3 0.
Please write for Special List of Accessories for the Front.

S. SMITH & SON, LTD.
HOLDERS OF ROYAL WARRANTS.
WATCH MAKERS TO THE ADMIRALTY.
6, GRAND HOTEL BLDGS.
TRAFALGAR SQ. W.C.
& 68, PICCADILLY, W.



Fine Sapphire and Diamond Ring.
£4 15 0
A fine Assortment of Rings & Jewellery always in stock.



Fine Double Cluster Diamond Ring.
£10 10 0

MEDICAL WRIST WATCH.



Luminous Figures and Hands.
Screw in Dust and Damp-proof Case.
Registers Figures and Seconds.
Invaluable for Hospital Work.

ALARM

The Alarm will arouse the Heaviest Sleeper.



Luminous Alarm Watch. Perfect Timekeeper.
The back of the case is arranged for standing on table in slanting position. Every Watch Guaranteed.

WATCH

Sterling Silver "ALARM" Watch.
White dial.
£6 5 0
With Oxydised or Nickel cases, white dial.
£5 5 0
With black dial 5/- each extra.



S. SMITH & SON, LTD.,
6, GRAND HOTEL BLDGS.
TRAFALGAR SQ. W.C.
& 68, PICCADILLY, W.

Petrol Economy with the CLAUDEL HOBSON CARBURETTOR PROVED!

Read this extract from the "Commercial Motor," 8th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburettor in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

SUPPLIED TO ADMIRALTY & WAR OFFICE.
H. M. HOBSON, LIMITED,
29, Vauxhall Bridge Road, London, S.W. 1

Continued.
assurance that coal-gas may be used on motor-cars without restriction. The Ministry, in its reply, says that, so far as that Department is concerned, coal-gas is not regarded as a petrol substitute. It is added, however, that the Home Office is being consulted as to the unrestricted use of coal-gas on motor-cars, and "a further communication will be addressed to you in due course." In the meantime, the anti-joy-ride section of the Press is beginning to agitate against the use of gas! I seem to have heard something about the advisability of letting sleeping dogs lie.—W. W.

Famous leaders in the Great War are already so integral a part of history that the faithful and artistically excellent

portraits of such prominent figures in the Army and Navy as Mr. Francis Dodd has taken for the subjects of a series of drawings, reproduced in colour, are sure to be in high favour. Delicate in method, yet full of virility and character, the first set of four are convincing portraits of Field-Marshal Sir Douglas Haig, Lieutenant-General the Right Hon. Sir Jan Smuts, Admiral Sir John Jellicoe, and Admiral Sir David Beatty, and will assuredly prove very popular, as they cost, mounted, only half-a-crown each. The portraits are published by *Country Life*, Ltd., London, for the Government.

Although the war has been called a war of machinery, there has been splendid service done by countless horses,

and it is good to know that the Blue Cross Fund of "Our Dumb Friends' League" has supplied 1500 units of the British Army with articles necessary to the care and comfort of their horses. In addition, it maintains hospitals in connection with the French Armies on the Western Front, and also assists their comrades of the Italian Blue Cross. Lady Smith-Dorrien is the President and Sir Ernest Flower Chairman of the Fund, with General Sir Leslie Rundle as Hon. Treasurer, and Mr. Arthur J. Coke as Secretary. The offices of the Blue Cross Fund are at 58, Victoria Street, S.W.1, where donations will be very gratefully received. The Blue Cross Fund also takes care of sick and wounded war-dogs.

"TRÈS BON MONSIEUR!"



"THAT'S RIGHT, BEECHAM'S PILLS"



Every home needs this famous British Skin Remedy.

For Eczema Face Spots and Rashes

There is no earthly reason why you should continue to suffer from eczema, rash, pimples, or any other annoying and disfiguring skin illness. You quench fire by pouring water on it, and similarly the burn and sting and skin irritation are quenched by applying Antexema. Continue using Antexema, and soon all signs of skin trouble disappear, never to return. Antexema is prepared from the prescription of the well-known West End physician who discovered this famous skin remedy 30 years ago. It is a soothing liquid cream, which is absorbed by the skin, and forms an invisible artificial skin over the bad place, which excludes grit and germs whilst it cures the trouble. Cures eczema, rashes, face spots, bad legs, bad hands, and every other rough, cracked, or irritated skin condition. However severe or long-continued your skin suffering, you can depend upon Antexema effecting a thorough and lasting cure. Get a bottle to-day.

Do your duty to your skin and get Antexema to-day. Supplied by all chemists and stores everywhere. Also of Boots' Cash Chemists, Army and Navy, Civil Service Stores, Harrods', Selfridge's, Whiteley's, Parkes', Taylor's Drug Co., Timothy White's, and Lewis and Burrows', at 1s. 3d. and 3s., or post free, 1s. 6d. and 3s., from Antexema, Castle Laboratory, London, N.W.1. Also throughout India, Australasia, Canada, Africa and Europe.



CLAXTON EAR-CAP.

A message to Mothers

Get the Claxton Ear-Cap and let your child wear it in the nursery, and during sleep, and any tendency to outstanding ears will soon be corrected. Easy and comfortable in wear. Keeps hair from tangling during sleep, and promotes breathing through the nose. The Claxton Ear-Cap gently moulds the cartilages while they are soft and pliable. Made in rose-pink in 21 sizes. Send your order direct, giving measurements round head just above ears, and over head from lobe to lobe of ears, to I. L. Claxton, Castle Laboratory, London, N.W.1, and enclose remittance of 4/-. Also obtainable from chemists, stores, Harrods', Selfridge's, D. H. Evans & Co., John Barker & Co., Ltd., Garrold's, Wooland Bros., and other Ladies' Outfitters.

For real IRISH LINEN

Pocket Handkerchiefs, Table and House Linen Shirts and Collars at **MAKERS' PRICES**
Write for Samples and Price List. Sent post free.

Robinson & Cleaver
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